FOR POSTAGE RATES SEE FRONTISPIECE

"TripleX" — the safety glass

THE SPHERE, MAY 24, 1941
With which is incorporated "BLACK & WHITE" 1/3

THE SPHERE

Vol. CLXV No. 2157 WITH WHICH IS INCORPORATED THE GRAPHIC MAY 24 1941

EVERY PHASE OF THE WAR ACCURATELY PICTURED AND DESCRIBED

Bulmer's
CHAMPAGNE CIDER
MADE BY THE AUTHENTIC CHAMPAGNE PROCESS
BY APPOINTMENT TO THE LATE KING GEORGE V
Obtainable at all the best Hotels and Restaurants
H. P. Bulmer & Co., Ltd., HEREFORD, ENGLAND

Selsdon Park Hotel
Sanderstead, Surrey, England
Telephone: Sanderstead 2001
FREE GOLF ON PRIVATE 18-HOLE COURSE
Full en pension terms with free service to station. Billiards, tennis, squash rackets, dancing, cinema, electric gymnasium, solarium, all free. Riding.
SUBTERRANEAN AIR-RAID SHELTER
Over 160 rooms, the majority with private bathroom
PRE-WAR TERMS
Unique for war-time residence or rest
Profusely illustrated brochure free on request
In a neutral area, 500 ft. up on the Surrey Hills and in its own park of 230 acres, remote from other buildings, yet only half an hour from the heart of London.

For sweet breath and pearly teeth - use Euthymol TOOTH PASTE
FROM ALL CHEMISTS

THE ARISTOCRAT OF CIGARETTES
DE RESZKE —of course!

DEAF EARS HEAR BETTER WITH ARDENTE
War-time needs whether in Uniform or Civies make good hearing more essential than ever and "ARDENTE" is your way to Better Hearing. Whether hard-of-hearing or very deaf—for Church, Home, Radio, Talkies, Business, Sport—a real need satisfied.
NO CONSULTATION FEE—Call or write for details and Aurameter Test without fee or obligation.
Ardente, Ltd., 309, OXFORD ST., LONDON, W.1 (Opp. John Lewis. A.R.P SHELTER IN BUILDING) Mayfair 1880, 1718, 0947.
Ardente — THE WORLD'S GREATEST HEARING SERVICE
Test and Service Bureaux at *Birmingham, Bristol, Cardiff, Exeter, Glasgow, Leeds, Liverpool, Manchester, Newcastle.*

By Appointment
Cerebos Salt
THE SALT OF HOSPITALITY

MACVITA * MACVITA * MACVITA * MACVITA * MACVITA * MACVITA * MACVITA * MACVITA * MACVITA * MACVITA * MACVITA
Delicious with butter, preserves or cheese.
MACVITA
Equally satisfying plain.
Made only by McVitie & Price

ROYAL EXCHANGE ASSURANCE
Incorporated by Royal Charter A.D. 1720.
ALL CLASSES OF INSURANCE.
Head Office: ROYAL EXCHANGE, LONDON.
Branches and Agencies throughout the World.

PRICE ONE SHILLING AND THREEPENCE
REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM
Office: Commonwealth House, 1, New Oxford Street, London, W.C.1
For Conditions of Sale and Supply of The Sphere see bottom of last page of text.

UNIFORM SKILL

Only by unfaltering attention to detail can lasting good shape be built into a uniform. When the war greatly enlarged our uniform section, many of the finest cutters and fitters with a lifetime of experience in tailoring Service uniforms, remembering the pains we always took in our civil tailoring, came to our workrooms. Scrupulous care, added to devoted workmanship, lead to value in its truest sense — for, in a hundred ways, seen and unseen, our uniforms are tempered for hard duty, long duty — and for the battle itself.

AUSTIN REED

OF REGENT STREET

Aldershot, Bath, Belfast, Birmingham, Bournemouth, Edinburgh, Glasgow, Leeds, Liverpool, Manchester, Norwich, Nottingham, Oxford.

"It's lucky his tailor cut it in **Sportex**"

You are a lucky man if your tailor still has a few lengths of Sportex. The town or country suit he cuts for you in this firm-woven, rough-and-tumble resisting, Scottish cloth will last you well into the piping days. And if he can't get any—don't forget the name. The present state of affairs—unlike a suit of Sportex—won't last for ever.

Scotland's hardest wearing cloth

How Horlicks can supplement children's food in war-time

EVERYONE knows that the shortage of sweets falls hard on children.

The craving they have for sweet things reflects a profound physiological *need* — their need for a food that is all quickly converted into energy.

Horlicks consists largely of natural sugars (milk sugar and malt sugars) and dextrins. These pass very rapidly into the bloodstream, providing just the quick energy that children need.

Without risk of upset, too! Children can take a lot of Horlicks quite safely, with nothing but benefit. Indeed, in cases of summer diarrhœa, Horlicks is recommended and widely used in hospitals because, being absorbed high up in the alimentary canal, it maintains the patient's strength without reaching the irritated bowel.

* * *

The shortage of *protein* (meat, fish, eggs) also falls hardest on children. For though it is not widely known, children actually need relatively *more* protein than adults.

Here again, Horlicks is of great value. There is a very high proportion of protein in Horlicks — 14.2%. Half of this is milk protein, half cereal protein: an ideal dietary yield.

Horlicks also supplies the protective minerals. It is an especially good source of phosphorus.

So let your children have Horlicks. They'll love it and it will do them so much good. Prices are the same as before the war: from two shillings a bottle, at all chemists and grocers. If your chemist or grocer is temporarily out of stock of Horlicks, ask him again in a few days' time: probably by then a further delivery will have been made.

Note: Some children like their Horlicks "neat"—taken on a teaspoon straight from the bottle. In this way it seems more like the sweets they miss, and even in this concentrated form Horlicks can be digested easily.

HORLICKS

Volume CLXV No. 2157 The SPHERE, London, May 24, 1941

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

London, May 24, 1941

THE KING INSPECTS THE HOME GUARD: FOR THE FIRST TIME THEY MOUNT THE KING'S GUARD AT BUCKINGHAM PALACE TO COMMEMORATE THEIR FOUNDATION TWELVE MONTHS AGO

A few days ago, the Home Guard commemorated their first birthday. To mark this event, they had the honour of mounting their first King's Guard at Buckingham Palace. Led by the band of the Grenadier Guards, they marched from Wellington Barracks to take over from the Scots Guards; and were subsequently inspected by the King. Amongst the men on parade were five of his Majesty's own servants, who now serve with the 1st County of London (Westminster) Battalion in their spare time. The history of the Home Guard is a fascinating one: founded at a time of crisis, when Invasion was a very real threat, it has now become a military organisation of the first order. Its members are fully trained and as keen and as efficient as it is possible to be

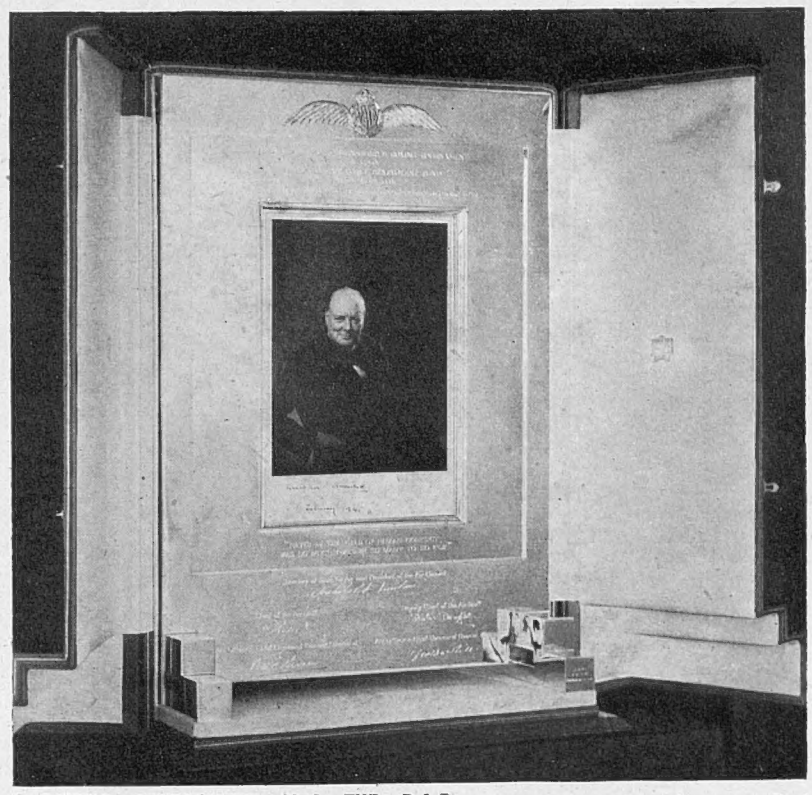
Postage—Inland, 2d.; Canada and Newfoundland, 1½d.; Elsewhere Abroad, 2d.

A WAR NEWSLETTER—No. 90

1, NEW OXFORD STREET, W.C.1.

Hessing.—No longer call it the Guessing game. It has become the HESSING game. In the news of last week it was Hess first and the rest nowhere. Never was such a "story," never such a bombshell, never a significant event whose significance was so utterly and completely obscure to all. Something tremendous had somehow got caught in our propaganda net, obviously a very big fish and probably excellent eating. But how to distribute it? How to serve it up? To what type of palate to address our culinary art? We simply did not know. The big fish lay in the net and never winked an eyelid, never gave a quiver. The Minister of Information offered only surmises; the F.O. knew nothing for certain, except the man's identity. The doctors could only declare he was healthy and *compos mentis*. Mr. Churchill could tell nothing to his Sovereign or his followers in the Commons. Yet all reason assured us it was a big thing. Put it this way: If, say, Mr. Bevin (he will forgive my choice of his name, as being one of Churchill's chief deputies) had dropped by parachute in East Prussia, fleeing from this country and throwing himself on the Führer's mercy, we should surely say (and would not Goebbels?) that all was not well inside the Cabinet; that our leaders were split; our war effort obviously cracking; and a hideous gain was chalked up to the Nazis. Or again: When Brutus stabbed Cæsar in the back, Cæsar's "*Et tu, Brute*—then die Cæsar," was the *cri du cœur* of a man betrayed by his most intimate and trusted friend. The blow that killed Cæsar was not a dagger's blow, but a psychological. Hess was Hitler's Brutus. How is it possible (look at it any way) to avoid the conclusion that Hitler has taken the most staggering blow of his career and that his self-esteem is *shattered*? I doubt whether Hess will ever speak out. I trust we shall do nothing undignified in the way of persuasion, for in any case I doubt if Hess is the kind of man to respond to persuasion or to yield to empty threats. Any Nazi is an unsavoury packet to fall on Scottish heather, but Hess, when he was falling, shed the strongest taint of that bad smell and landed somewhat purged. We may not say that his fall "half-redeemed his fame." He is soaked in infamy from his association with Hitler and Nazi-ism. But he is a brand from the burning—and for that matter a straw in the wind.

Rudolf Hess.—This man was Hitler's closest friend and admirer, his former appointed successor; the man who, above all, was trusted by Hitler, and had given to Hitler complete devotion, faith and admiration. He was, besides, about the only man who could achieve a stabilising influence over Hitler's neurotic egotism. And now Hitler cannot have it both ways. Either (as Hitler says) Hess went off his head and did this terrible thing; or, as the watching world believes, Hess suddenly awoke from the nightmare of insanity and broke out of Bedlam, unable any longer to live with lunatics. If Hess was sane before May 1941, then Nazi-ism drives men to despair and insanity (which few will dispute). If Hess *was* mad, and suddenly had his sanity restored, then Nazi-ism needs no further or clearer showing-up. Put it the best way you can in Hitler's and Nazism's favour, this unsavoury packet dropped on Scotland is a corner-stone fallen from the arch of Nazi-ism, and a bitter, crashing blow to Hitler's self-esteem and *idée fixe*. *Quem deus vult perdere*. . . . Which next will surrender to the Captain of *Bellerophon*? Goebbels? Will he suddenly find *Truth*? Or Göring? Will that gross, be-medalled body float suddenly down from a Ju. over the capital he boasted he would cow and lay in the dust last August? Or will it be the traveller in Rhine wines, come over on a less peripatetic embassy to Britain? Or old *Est - il - possible* himself? Seeing nothing grotesque in once more betraying his closest adherents, seeing only the wisdom of saving his skin in time from the wrath to come, and deeming it safer to fall into the hands of those soft Englishmen than into the grasp of newly-awakened and enfranchised German serfs? The Kaiser dropped his pilot. Hitler's pilot dropped himself—and Hitler. Look at it how you will, it is a tremendous trifle, and a stimulating item of war news—if I may say so, more stimulating than the day's catalogue of damage to human life and architecture given and received; and nowadays recited (whether given or received) in a voice that smacks of self-satisfaction. Of course, by the time these lines are printed, we may have a more commonplace explanation of this Nazi invasion of Scotland. But I can't deny myself the pleasure of striking while the iron of this "news-story" is hot and half-shaped.



A BOXING TOURNAMENT AIDS THE R.A.F.: The Royal Air Force Benevolent Fund has just benefited by the sum of £5,000 as the result of a Boxing Tournament held by the Marquess of Queensberry. That this comfortable sum was reached was due in part to the generosity of Mr. Jack Birkett, of the Ministry of Aircraft Production, who bid £1,000 for a signed photograph of the Prime Minister. Mr. Birkett returned the photograph to the R.A.F. Fund, and it has now been very elegantly mounted by Messrs. Cartier, of New Bond Street, in silver, and enclosed with a red leather case, with wings which open to right and left revealing the portrait of Mr. Churchill, bearing his signature above the famous words, "Never in the field of human conflict was so much owed by so many to so few." Then follow the signatures of the Secretary of State for Air, the Rt. Hon. Sir Archibald Sinclair; Chief of the Air Staff, Air Chief Marshal Sir Charles F. A. Portal; Air Marshal William Sholto Douglas; Air Marshal Sir Richard E. C. Pierse; and Air Chief Marshal Sir Frederick Bowhill. The mounted portrait will be exhibited at various places, and it will doubtless be sold again, thus carrying on the good work it has already begun

New Topics.—The voice of the man-in-the-street is usually a sound guide and pointer of which authority should take note. The nemesis of *toujours perdrix* is even now falling on the B.B.C., and on many elements of the Press, and very heavily indeed on the speaking pundits of Government and other war departments. The need for new topics is urgent. The public is suffering from acute indigestion as the result of a single, cast-iron course, too long persisted in. My own readers have for months past shown me their reactions to the unchanging menu served out. Take one dreadful instance: the explanation of Hitler's methods of diplomacy. To put up a B.B.C. speaker, or to print an article, at this stage of the war, informing the public that Hitler's diplomacy is based on Force and is pursued by lying methods, reveals a lack of imagination and a contempt for public intelligence which is not excused by the authority or knowledge of the writer or speaker. It is the method of flogging the dead donkey or insisting on Queen Anne's death. It is utterly outrageous. It is quite on the cards that, if persisted in, we shall lose this war—by sheer *boredom*. I have never believed we could ultimately lose it in any other way. It is, indeed, a matter of urgency with the Ministry of Information, the B.B.C. and the bulk of the Press that they should pull themselves together and develop a sense of proportion, of humour and of responsibility to the public. The British public are neither clods, nor fools, nor parrots. They may fairly claim that the channels of news and thought which they support are controlled by fools, clods and parrots.

Three Vital Senses.—War is admittedly a death-knell for constructive thought and sanity; it tends to prune sense of humour and proportion and usually of justice. That is one of war's chief dangers and one of its heavier bestialities. When a country is at war, it is a prime part of the trust imposed on its leaders that they should do everything possible, within the limits required to keep the maximum war effort going, to keep these senses alive. And it is fair criticism that they are not all doing so. It is ridiculous to suggest that insistence on Hitler's "sickening technique" is at this stage a vital need of propaganda at home or abroad. There is not a child in Britain or Europe who is not perfectly informed on the point. Beyond this, there are a dozen subjects never touched on by the news media which, not solely related to the current phase of this war, might be of vital value to the war-worn minds of a great nation at war and might have far more propaganda value to our cause abroad. War seems, indeed, to bring a curse on the intellect and imagination of the official purveyors of news and notions. The Minister of Information himself—once witty and stimulating, the brilliant biographer of Talleyrand—has sunk to be the dinner-bell of the B.B.C., and can give us nothing more enlivening than a reading from Macaulay's *Lays*, or a slab of history, potted for infants, and delivered in the voice of Chadband. And many once stimulating editors have become the plainest of plain cook-generals, serving and re-serving the stringy cold mutton and scrag-end which the butcher sent us in September 1939. The subject is not trivial. The need for urgent revision of the public menu is insistent. Strong words are justified. Only small men allow themselves to become obsessed with a single problem, however grave. Your really big general goes trout-fishing when he has made his dispositions. Most of our pundits give evidence of having lost three or four of their senses essential to victory and national sanity. And, among other evils, the loss of these senses endangers the first principle of democracy, for which we are fighting with backs to the wall. The ideal of freedom of speech has only two possible definitions left to-day. Either it is: *the right of the other fellow to say what he likes* (*provided it agrees with* our *view*); or it is *the right of the pundits to settle for the public what topics are and are not relevant in wartime*. And here comes Rudolf Hess to give us a really new topic!

Petrol.—I am absolutely and honestly convinced that the official decision to cut down petrol coupons for the military and Home Guard and for civilian supplementary rations does not go as far as it might. One can only speak from careful observation in a restricted area. My observations in such a restricted area convince me that a 10 per cent. cut could without loss of efficiency be raised to 20 or even 25 per cent., with the military and Home Guard, and that much civilian use of petrol could still be saved without hardship, by means of a more understanding examination of special needs, trade, distribution of foodstuffs, educational needs, etc. In the Army and Home Guard there is still much to be done to cut down needless re-duplication of vehicles. Local Defence officials still use two cars or make two journeys where one would serve. At week-ends there is still any amount of joy-riding along the roads, and the attendance at race meetings and other sporting fixtures clearly shows that there is still petrol *to burn*. Nor have glaring instances disappeared in which traffic in petrol coupons is going on. It is obvious that with the Battle of the Atlantic still at its height, our petrol reserves, though perhaps still adequate, can no longer be more than satisfactory, and it is impossible not to feel as a result of local observation that a much more courageous curtailment would be accepted as just by the nation and regarded as a vital necessity in the interests of the Merchant Marine, Navy and war effort generally,

Yeast.—And now Yeast. Suddenly and with no notice, the retailers who have supplied yeast to those who bake their own bread have announced that there will be no more supplies. The local bakers of bread are, of course, hard put to it in evacuation areas to supply a doubled and trebled population. Home bakers ask themselves: were we wrong all these years to bake our own bread, healthy, wholemeal loaves such as we have been urged to eat? And if we were right or wrong, how shall we benefit the local community by adding another ten mouths to the responsibility of the overtaxed local baker? What can one say or do? One can only bow to every new ukase and forget that it *appears* unreasonable, and was made without any effort at consideration for those who thought they were doing a good citizen's duty. And, having bowed, one turns to considering expedients and substitutes. At the back of my mind there is an idea that substitutes for yeast are capable of extemporising. Is there not some way of reserving dough and using it for yeast when it has turned sour? And is there not Balm in Gilead, which is compounded by some special method? If any reader could offer a hint on this or any other expedient or substitute for making home-baked bread rise, he or she would confer a benefit on many a well-meaning and harassed housewife, who has for years supplied the best of bread to her family and household.

THE OLD STAGER

The INCREDIBLE STORY of RUDOLF HESS

And His 900-Miles Flight from Augsburg to Scotland

AUGSBURG, THE BAVARIAN CITY, WHENCE THE FLIGHT BEGAN: This very ancient town, capital of the district of Swabia, was obviously chosen by Hess as his point of departure because it is the home of the Messerschmitt works. It possesses two aerodromes—one a military station, the other (from which the flight is said to have begun) the private landing-ground of the great aircrafc-manufacturing concern, one of whose products was used by Hess for his journey

THE DEPUTY FÜHRER AS A PILOT; WITH THE WIFE HE HAS LEFT BEHIND IN GERMANY: It has now been denied by the German authorities that Frau Hess has been arrested

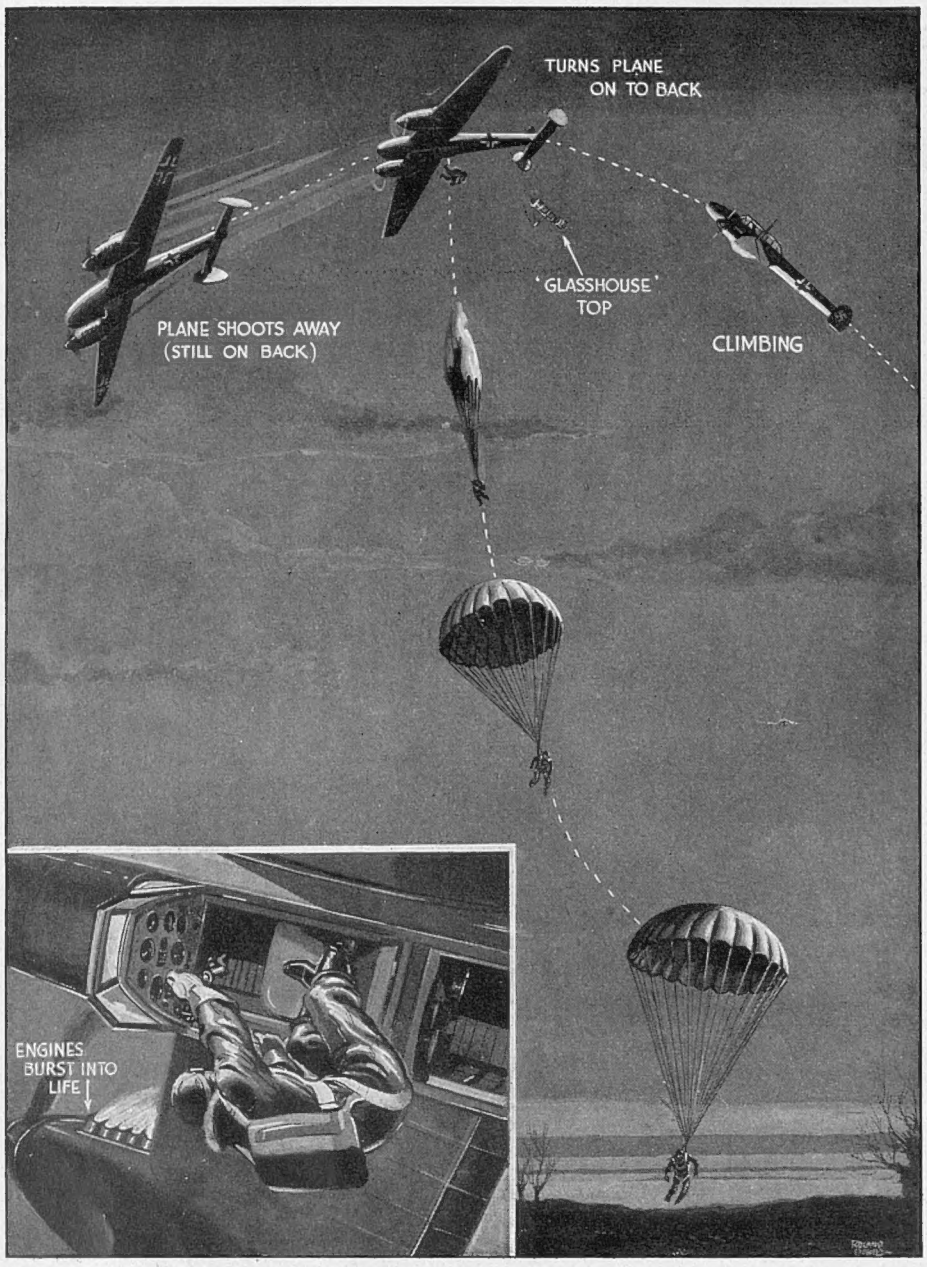
Special "Sphere" Map

FROM AUGSBURG IN SOUTHERN GERMANY TO SCOTLAND—TWO POSSIBLE ROUTES TAKEN BY RUDOLF HESS: From Augsburg to the point at which Hess landed by parachute near Glasgow is a distance, as the crow flies, of 825 miles—or about 3 hours' flight in the fast aircraft the Deputy Führer had selected for the journey. It has been suggested—although this view is without confirmation—that Hess may have flown by way of Kiel, re-fuelling at that point: if this were indeed the route followed it would represent a distance of nearly 1,000 miles

THE MAN WHO FOUND HESS AFTER HIS LANDING: David McLean, who saw the parachute descend, and later found Hess lying in a field with an injured ankle. It was to Mr. McLean that the first statements by Hess were made

THE MAN HESS IS SUPPOSED TO HAVE DESIRED TO SEE: THE DUKE OF HAMILTON AND BRANDON: Formerly the Marquess of Clydesdale, the "Boxing Marquess," Lord Hamilton is now a serving officer in the R.A.F. It was for him that Hess is stated to have made enquiries soon after landing. Dungavel Castle, the Duke's residence, is only some eighteen miles from Glasgow

THE WRECKAGE OF THE ME. 110 IN WHICH THE FLIGHT WAS MADE: It was intended that the wrecked aircraft should be exhibited in London, but its condition is such that this plan was not feasible

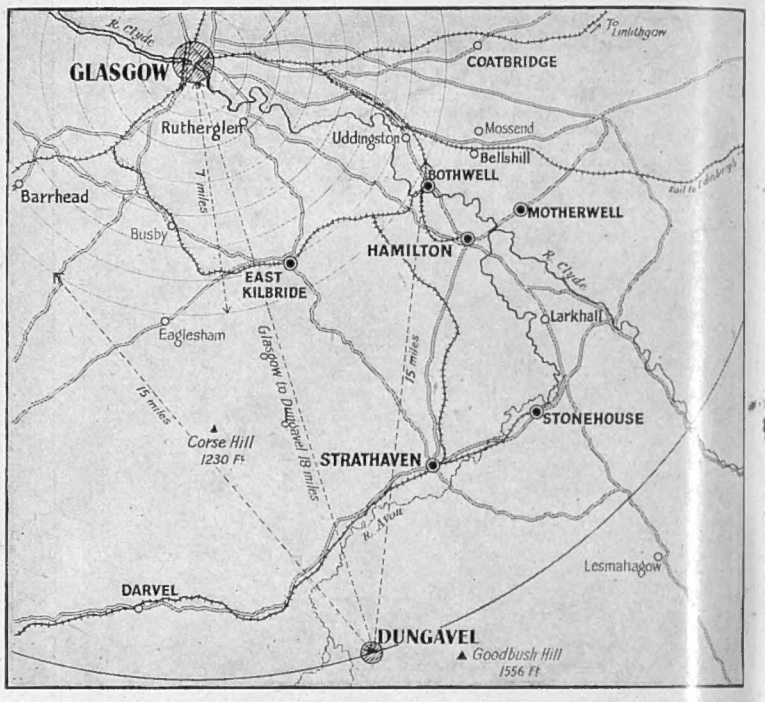


HOW RUDOLF HESS CARRIED OUT HIS DESCENT BY PARACHUTE—*Drawing by Roland Davies*

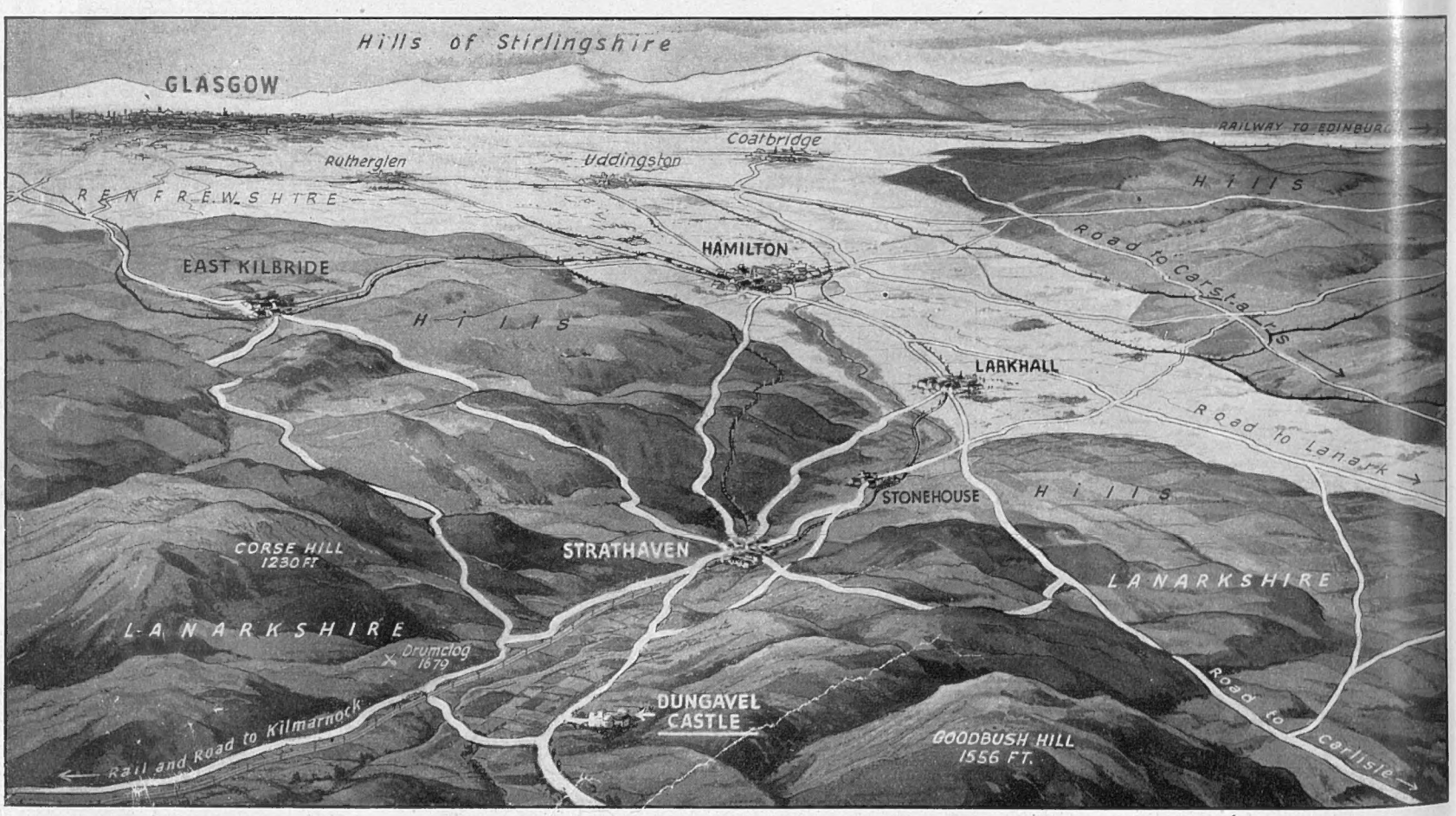
When he was asked to explain how he made his descent by parachute, Hess replied that for some time he had been looking for a suitable landing-ground without finding one. He then climbed to several thousand feet, turned the machine on its back and switched off the engine. Just as he started falling he restarted the engine, which caused the plane to dart away and allowed his parachute to drop clear of the plane. The Messerschmitt 110 has been specially designed for this purpose—to enable the crew to abandon the aircraft, the entire "glasshouse" comes away in the manner shown. It requires an expert pilot to roll the plane on to its back and then carry out the proper sequence of operations

The INCREDIBLE STORY of RUDOLF HESS *(cont.)*

THE ACTUAL SPOT WHERE THE PARACHUTE AND HESS FELL, WITH THE McLEAN COTTAGE IN THE BACKGROUND : The only damage to the Deputy-Führer after his descent of several thousand feet was an injured ankle. A few yards farther on and he would have struck the farmhouse itself



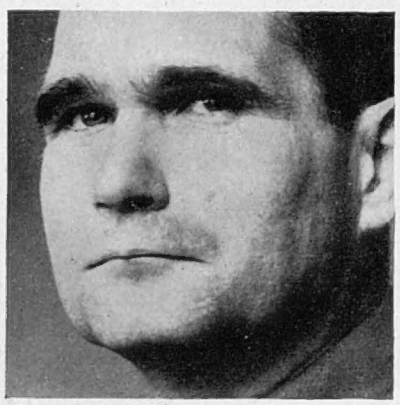
WHERE RUDOLF HESS LANDED IN SCOTLAND : A KEY MAP TO THE LARGER BIRD'S-EYE VIEW PUBLISHED BELOW



THE COUNTRY TO THE SOUTH-EAST OF GLASGOW WHERE RUDOLF HESS ABANDONED HIS AEROPLANE AND DESCENDED BY PARACHUTE—*Drawing by E. G. Lambert*

From Glasgow to Dungavel Castle, the home of the Duke of Hamilton (whom, it is reported, Rudolf Hess wished to meet) is a distance of 18 miles. The Deputy Führer is stated to have landed some seven miles from the city and some fifteen miles from Dungavel—although the exact spot at which he landed has not yet been stated. The district to the south-east of Glasgow is a mixture of typical Scottish hill country and industrial region. Dungavel Castle itself lies to the south of Strathaven. It is small wonder that Hess could not find a suitable spot to land his Messerschmitt if, in fact, he tried to do so. Landing-grounds in the industrial region, or flat places amongst the hills, are somewhat difficult to find here

HITLER AND HESS IN PRISON TOGETHER AT LANDSBERG : After the Munich *Putsch* of 1923, Hitler was imprisoned in the Landsberg-am-Lech prison ; for the first seven and a half months of this eighteen months' imprisonment Hess was his constant companion



TWO CLOSE-UP VIEWS OF THE DEPUTY-FÜHRER : These two pictures might be studied with close attention by physiognomists. Hess has been described as a gentle soul, with idealistic tendencies : these two facial studies hardly seem to confirm it !

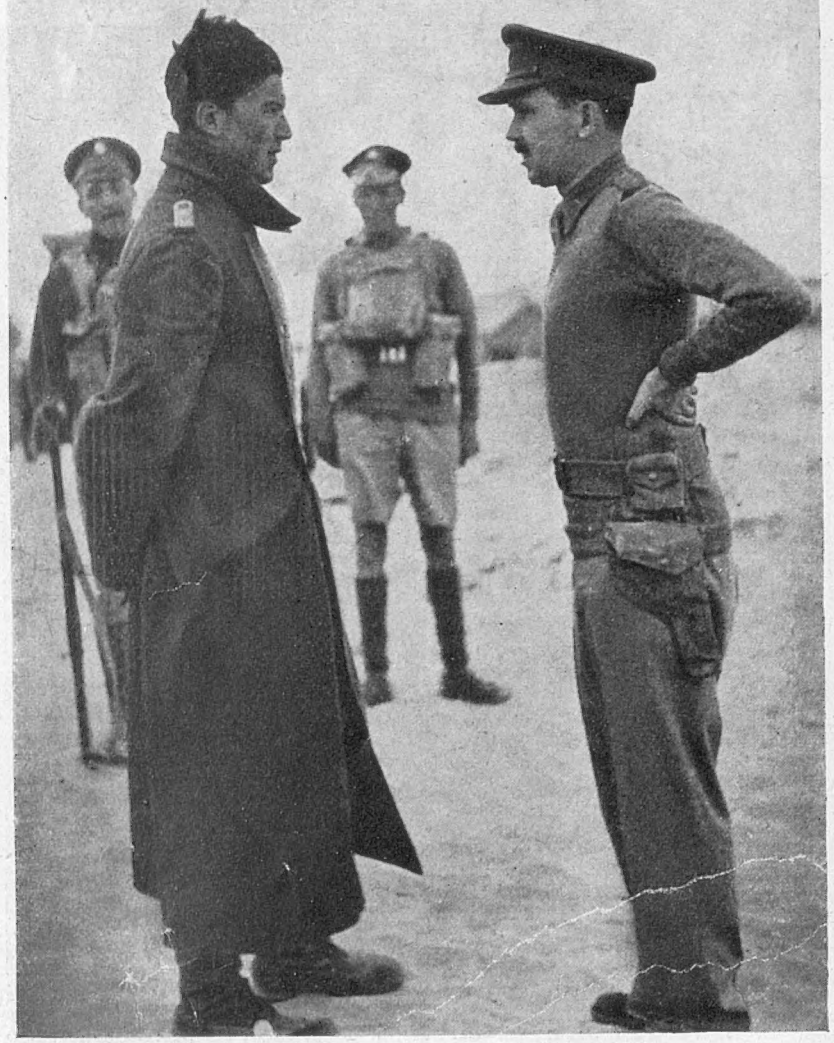
HESS MARCHES BY THE FÜHRER'S SIDE : An historic picture made on the occasion when Adolf Hitler marched to the Reichstag in Berlin to take his place of Chancellor of the German Reich whilst Hindenburg was still President. At this supreme moment of his career, it was Hess who was at Hitler's side—and there he remained right up to the moment of his flight from the Führer and from Germany

RUDOLF HESS, AS DEPUTY-FÜHRER, WAS THE THIRD MOST IMPORTANT MAN IN GERMANY : This picture was taken as he drove side by side with Mussolini as Hitler's own representative, during one of the visits to Germany of the "lesser jackal"

SEATED ALONGSIDE THE FÜHRER, A POSITION OFTEN OCCUPIED BY HESS : On this occasion Hess and his Leader also enjoyed the company of Julius Streicher, the District Leader of Franconia, hated even throughout Germany for his excesses. This notorious character is seen on the right. It will be noted that Hess and Hitler are seated a foot in advance of their companions to mark their exaltation over the lesser Nazi fry

HITLER PUBLICLY GREETS HIS DEPUTY : Now that he has gone, Dr. Goebbels's propaganda organisations have been declaring that Hess wielded no real power and possessed no real authority in Germany, All the facts—and all the photography—prove otherwise. Whenever and wherever the Leader appeared, there, too, was Hess. And the latter was also the organiser and ruler of the Nazi party machine

GERMAN PRISONERS TAKEN IN THE WESTERN DESERT, UNDER AUSTRALIAN GUARD: After the first impetus of their rush through Cyrenaica had subsided, the British and Imperial Forces in the Western Desert organised a series of counter-offensives—from Tobruk, around Sollum and elsewhere. As a result, a great number of German prisoners have been taken: in one case, some 500 of the enemy were captured as the result of one operation alone. Here is a picture of the first German prisoners, garbed in their special North African kit



THE FIRST GERMAN OFFICER CAPTURED IN THE WESTERN DESERT: Under guard, this officer is being interrogated after his capture. It is interesting to note the variety of uniforms in this picture—the soldier in the background in shorts, the British officer in slacks and tunic, and the German in a heavy overcoat!

INDIAN TROOPS FROM KEREN NOW IN THE WESTERN DESERT: After having fought so well at Keren and on other fronts in Eritrea, some of the Indians who took part during these operations have now been transferred to the Western Desert. Sappers and miners are included amongst them; and they are hard at work preparing defences and tank traps

The ENTRY into ADDIS ABABA

And the First German Prisoners in the Western Desert

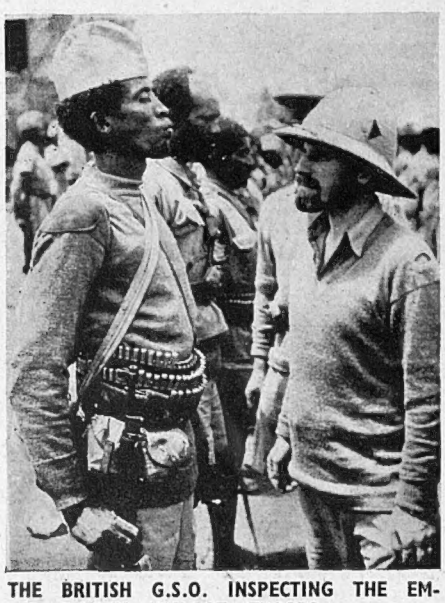
The surrender of the forces under the Duke of Aosta at Amba Alagi was rendered inevitable on April 5, when Addis Ababa was occupied by South African troops who had advanced to the Abyssinian capital in a series of huge leaps. The men under General Cunningham had made an advance of 1,800 miles in sixty days : the last portion—of 700 miles—was covered in exactly a month, despite the obstacles and demolitions left by the fleeing Italians.

At the Awash River, a highly strategic point, the big Iron Bridge spanning the river had been demolished : it was rebuilt within a few hours by our Engineers. There was then nothing left to the enemy but to retreat at full speed across the desert to the strongly fortified positions at Amba Alagi. This, too, has now been surrendered—and still more British troops will be freed for operations elsewhere

DURING THE ADVANCE TO ADDIS ABABA: THE STRATEGIC IRON BRIDGE AT AWASH, SPANNING THE RIVER WHICH FLOWS THROUGH THE DANAKIL DESERT, WAS DESTROYED BY THE ITALIANS: Within a few hours, however, it had been replaced

THE OCCUPATION OF ADDIS ABABA ON APRIL 5: THE MARCH THROUGH THE ABYSSINIAN CAPITAL OF A WELL-KNOWN TRANSVAAL REGIMENT, HEADED BY THEIR PIPE-BAND. The South Africans made an advance of 1,800 miles in less than 60 days!

THE EMPEROR in the FIELD: and other News Pictures



THE BRITISH G.S.O. INSPECTING THE EMPEROR'S PATRIOT TROOPS: Five years after his departure from his country, the Emperor is now back in his palace at Addis Ababa. The two pictures reproduced here were taken during the last stages of his campaign—at Dambacha Fort. In the larger picture on the right the Emperor is flanked by the British Brigadier and by the latter's staff officer. With the surrender of the Duke of Aosta resistance throughout the country is now virtually at an end

THE EMPEROR OF ABYSSINIA WITH THE TWO BRITISH OFFICERS WHO HELPED HIM BACK TO HIS THRONE: A picture taken at Dambacha Fort after its capture by the Emperor's own partisans and by Sudanese troops

THE YUGOSLAVS ARRIVE IN EGYPT: Sir Arthur Longmore and other Royal Air Force officers are here seen with officers of the Yugoslav Air Force and Army on the arrival of the latter in Egypt from the Balkans. Their intention is to co-operate with our own Forces and to carry on the struggle against the enemy from British bases

AFTER THE CAPTURE OF ASMARA: A group which includes officers and N.C.O.s of the South African Air Force outside an hotel in Asmara after they had been released by the British Forces advancing into Eritrea. Some of these men had planned to make an escape on April 15. They had dug a tunnel from the inside of the hut in which they slept. The work progressed at the rate of a foot and a half a day, each man working for 35 minutes at a time

EX-KING CAROL OF RUMANIA AND MME. LUPESCU IN EXILE: The picture of the ex-King was taken on board the s.s. *Excambion*, in which he and Mme. Lupescu made their escape from Lisbon to New York: with him is little Eithrie Whittaker, a British refugee from Portugal, who became a favourite of the King on board. The three pictures of Mme. Lupescu are somewhat rare—as she is averse to being photographed in public. On arrival in New York it was stated that the eventual destination of the ex-King and his companion was to be Cuba. Their trials in Europe were considerable. After fleeing from Rumania, they found refuge in Spain—but were refused permission to leave that country. Eventually they managed to reach Portugal, however, and from there were able to board a vessel bound for the United States

A YEAR OF DEFIANCE BY HEROIC MALTA

Italian and German Airmen Have Rained Down Bombs, but Still the Spirit of the Islanders is Unbroken

Described by
FERDINAND TUOHY

MALTA in June . . . a normal June. Not so good, you 'll say ? A baked, caked island of yellow stone walls and parched, walled-in fields. The people almost as weary as the vegetation. White drawn faces ; and the frayed tempers from that infernal sirocco ! The resultant clamminess everywhere. Alternately, the dust. Such incredible dust lying inches deep. And the sandflies—those detestable, minute insects bringing fever, headache, depression and an appalling itch.

Grand and Marsamuscetta Harbours and Sliema Creek pretty well deserted by the Mediterranean Fleet until October, and a weighing stillness and emptiness in consequence, a suggestion of waiting.

A hushed and listless Malta in the day-long sun : not even Englishmen out in it. A diehard residue to be found at the clubs, swallowing long drinks and murmuring longer " shop." Very male clubs, the feminine infusion considerably departed for Home.

Little movement in Valetta's Strada Reale of oft-labelled " bells, yells and smells " ; though its dominant odour, said to be a compound of goat, sweat and garlic, hangs about in the stagnant heaviness. Gone the quizzing and noisy tourist crush that sent up prices so—as if the Fleet didn't do that sufficiently already ! Gone the terrific non-stop round of parties, product of a nervous friendliness peculiar to Malta. Why, at the height of a Malta season, when white-kid-glove balls would follow on glamorous opera nights and carnival occasions, not particularly sought-after people would have to be booked whole weeks ahead !

Terrible idea, to have an engagement book that conjured future faces opposite one, relentlessly, for day following day. The effort needed to keep up to it. The waste. The boring, jading futility of Malta's non-stop tea-parties and avalanche of card-leaving. Why not use a loudspeaker at the formal hour, and have done ? " Major and Mrs. Capivion send greetings."

Well, all that was absent now, in June. But was Malta such a rush-out, provided one went about one's day in a sensible manner ? There were those who answered with an emphatic " No ! " This summer—Malta had its decided points for such as favoured quiet and went sensibly about heckling the burning, starless temperature. Why, one got refreshed by the very absence of normality, of the *must* do this and the *must* do the other. How welcome, too, an end to the expensive round for people who couldn't afford this. Instead, one took things so easily, and cheaply. The centre of one's existence was the Bathing Club at Tigne—though beaches had latterly sprouted and challenged the old places. Anyway, the days were spent in glorious deep blue pools, and well shaded on the rocks. The moonlight outing, swim and picnic complete, was another stand-by—sometimes an excursion clean across the island, or over to high-cliffed, greener and more fertile Gozo.

Your summer's day passed drowsily yet rarely lagged. The long afternoon siesta cut the hours. And thereafter more swimming ; dallying over tea and long drinks ; and so back to unfussy little dinner-parties in the garden. Nor did essential nourishment ever wither in the heat. An abundant all-the-year supply of fresh fish, fruit and vegetables. And Gin and Scotch at half the price of " Home," to say nothing of local wine at less than a shilling a litre, not at all bad of the rougher kind.

Those summer parties would sometimes span from moonrise to sunrise, complete with island flits and dips.

But this June the moonlight is not so joyous. The quarter of a million Maltese and the Garrison and remnant of British civilians no longer find the summer nights so friendly, with Nazi bombers taking off from Sicilian airfields barely twenty minutes away. Up to January, it hadn't been too bad—Italians only. But since then the raiding has grown steadily more persistent and fierce, as the Nazis have settled down to their work. All told, little Malta has endured nearly five hundred raids, and this is perhaps a suitable occasion, the approaching first anniversary of the Island's successful defence, to record our appreciation and to wish good luck in the second year.

Let us cast back a moment to when Mussolini entered the war. Malta was going to get it good and strong, we reckoned. It didn't seem to stand much chance. Of course, the Garrison would put up a good show, but the Fleet would have gone. With France finished, how could this enemy-surrounded, lone British isle be held against the certain converging weight of Italy's Navy and Air Force ? Mussolini had long bawled for Malta and, moreover, Valetta has its Fascist Fifth Column all ready. Poor little Malta, we said. Hard lines !

There was every reason why Mussolini should wrest Malta out of British hands. It wasn't enough to render the harbour largely useless to us. This little spot of red on the map, situated at the intersection of the British route from Gibraltar to Alexandria with the Axis route from Italian ports to Tripoli, would be of immense value to the dictators for the whole of their Mediterranean strategy. Possession of Malta still is, for that matter. But no longer do we hear talk of its likely transfer to enemy hands. *It won't be so easy.* We 've learnt that from the past year. Malta won't crack from a breakdown among the dense, excitable population, or from a shortage of supplies, even if bread does have to be rationed. And General Dobbie and the R.A.F. are there to strive that the military side shall hold.

General Dobbie has received the thanks of the King and of Mr. Churchill. He is to-day the doyen of three British Generals on their Mediterranean isles—incidentally, with Cyprus, the last islands of this sea to remain outside totalitarian control—and this steady Scot is in his way as arresting a character as Lord Gort, V.C., and General Freyberg, V.C., of moated Gibraltar and Crete respectively. Dobbie has been likened to Gordon for his fondness for the Bible. Let us hope that the Defence will finish with him erect on the steps of the Auberge de Castille. To-day we salute him for having defended for a year the most exposed position in the British Empire.

Malta has not yet been assailed with a view to a landing. Nor has a much-canvassed paratroop threat come to anything. Maybe we have to thank the bristles the porcupine has developed. Yet that doesn't alter the fact that Malta has been living practically in a state of siege since June 1940. And if the Island—about the size of the Isle of Wight—has been invested from the sky and not from the sea, that only makes the bearing of the Maltese all the more commendable. For they've been well aware for a long time that it's a one-sided air war that has engulfed them. Malta is too small a surface to maintain a defensive air force comparable numerically to potential attackers ; and therefore the Islanders have just got to take unceasing punishment. The enemy comes over in force when he feels that way inclined. He gets licked in combat and eventually he's beaten off—though not before he has done his damage and inflicted losses, chiefly in Valetta itself and in military quarters strewn further afield.

Intermittently events flare up—as when Hitler was thought to be making a bid from Sicily last January, and an Axis air attack on one of our convoys led to the wounded aircraft-carrier *Illustrious* chugging into Grand Harbour under her own power. The enemy meant to get her, and for days and nights following the people of Valetta knew what it was to have a vital naval casualty in their midst.

But Valetta was more than glad to see the Royal Navy again, in some force, and whenever this transiently occurs, there's the same relief communicated. The Maltese know that their forbears freely opted for Britain 127 years ago, and, even if the Constitution has been suspended for the duration, the British will give it back—and, anyway, the Islanders never did want Fascism while such devout ones as they shrank at mention of pagan Nazis.

There never was a greater cheek than Mussolini's attempting to put over the notion of an " Italian " Malta. Yet we did precious little to correct things, and many young Maltese, when I last passed by, were talking as if in utter ignorance of their own racial origin, language and history.

The Maltese have had all sorts to boss them since Rome fell—Greeks, Arabs, Normans, Aragonese, the International Knights, and Napoleon—but never once the Italians. Impossible for them to stand alone at their island cross-roads, and this generation has shown by its devotion to the business of defence, that it can be as roused by R.A.F. prowess and by the terrific A.-A. barrage as were forbears by Nelson and his Admiral Saumarez.

In addition to numbers of young Maltese on active service in the Middle East and at sea, a scheme of compulsory service, both military and civil, has lately been introduced. As the raids grow more fierce and frequent, a bigger and better Civil Defence will keep down casualties and sustain morale. Fortunately, Valetta can produce good natural shelters, and April's figure of killed during a month-long visitation was a tribute to them. On the other hand, the damage to historic monuments was severe—notably to St. John's, where the Knights are buried—and it provoked a call for the bombing of Rome in retaliation.

But Rome remains immune. *The Times* can tell us : " The Italian capital is a centre of communications and the headquarters of the whole Italian military organisation. Yet it has been left severely alone in all the operations of the Royal Air Force in Italy." Yes, the hub of the whole Italian war-waging machine was left rigorously alone even when the Italians did their gratuitous best to bomb Londoners to death. Doubtless our guides, temporal and spiritual, figure they are after something deep in showing solicitude for old Roman stones. I respect historic sites and buildings as well as the next person. Yet it seems as if in some influential quarters the fate of old or holy stones preoccupies, if it does not rend, more than human life's parallel devastation. I prefer to place reliance on what my friend John Whitaker, as sound an American journalist as walks, has to say about our failure to bomb Rome concurrently with Mussolini's greatest ignominy early this year.

However, there you are. Rome is presumably now also being used by the Nazis for military purposes. But not a pillar nor a fountain shall be risked there. So Malta won't hear its protest heeded. It will have to carry on without the protection afforded by retaliation. It 's all very Christian and civilised, and also very curious.

Malta will have to envisage carrying on for just as long as Sicily remains in German hands. It won't be enough hereafter just for Italy to fade out of the war. Fortunately, the Island gives more than ever the impression of a well-knit defensive power, in which respect, let credit go to those who sent out what was necessary, especially in the right sort of effectives. The defence of a place like Malta, so restricted in surface and garrison, must reside primarily on quality. Natural obstacles provided by the coastline and hinterland reduce the chances of a successful rush assault, while the Gunners have assuredly everything covered in their arcs of fire, as never before. But the alert must be eternal.

The summer of 1941 in Malta may well prove to be the Island's biggest testing time. Rosy prospects of a short while ago are dimmed. There 's added menace from a much reinforced and hungering Axis in the Eastern Mediterranean.

Meanwhile, a thought for the Garrison which must be content with scant recreational relief from climate and tenseness ; nor are things lightened by the prolonged feminine void. A depressing relic, if it still exists, must be the " squint-hole " at the Union Club. This was inlaid in a door dividing the masculine from the feminine premises. Through it, males—only—might appraise the occupants next door. And weigh whether to enter. There can't be an *embarras de choix* to-day !

ON GUARD AT THE ENTRANCE TO THE HARBOUR AT MALTA : A British destroyer guards the Boom Defence by day, when it is open to allow the passage of boats. At night the boom is closed, and no shipping can leave or enter the harbour

THE BRAVE MALTESE : The type which has withstood the shocks of a year of intensive warfare. The woman is wearing the faldetta, the traditional head-dress of the Island

b

Drawing by Montague Dawson

WAR ON THE HIGH SEAS: THE LAST OF THE EX-P. & O. LINER, "RAJPUTANA," SUNK BY A GERMAN U-BOAT WHILST ON PATROL DUTIES IN THE NORTH ATLANTIC: The 16,644-ton armed merchant cruiser, *Rajputana*, was formerly a P. & O. liner: she was torpedoed by a German submarine whilst on patrol. Gunners had kept up a continuous fire to keep the unseen attacker at bay, but after she had been struck by a second torpedo the order was given to abandon ship. The liner remained afloat for four hours before she settled down stern-first. Some survivors got away in boats, others jumped overboard and clung to the wreckage in the water. A Sunderland flying-boat sighted the survivors and later guided warships to the rescue

The BATTLE of the ATLANTIC

Phases of the Campaign Against the Enemy Commerce Destroyer

Described by FRANK BOWEN

IN spite of the many much-advertised side-lines of German effort, there is no doubt that the main German attack is against merchant shipping to Britain, primarily with the idea of starving us into submission, and secondarily to prevent the arrival of war supplies. The thwarting of this effort is therefore the purpose of the British, and as the enemy is constantly showing new ingenuity in attack, there can be no relaxation in the measures taken. It is also necessary to remember that the Germans regard putting trained seamen out of action as being just as important as sinking ships. They proved that by the prison camp of Ruhleben during the late war.

Article 22 of the Navy Treaty of 1930 provided that submarines must conform to the rules of International Law to which surface vessels are subject. In particular, excepting only when there was persistent refusal to stop or active resistance to visit and search, a submarine might not sink or render incapable of navigation a merchant vessel without first having placed passengers, crew and ship's papers in a place of safety, and for this purpose it was definitely agreed that ships' boats in the open sea were not to be so regarded.

BEFORE THE LAST PLUNGE: A sad sight for the captain and crew as their torpedoed vessel makes the last sliding rush to the bottom of the ocean—*Drawing by Montague Dawson*

It was not until February 1940 that Hitler's Government declared that it no longer regarded itself as being bound by these restrictions. By that time, of course, Germany had broken her word in the matter on innumerable occasions and her declaration was quite worthless.

British efforts to thwart the German campaign cover a very large part of our sea effort, both official and individual. Not only does the Navy do everything possible to protect merchant ships "upon their lawful occasions" and to sink attackers; but the Royal Air Force maintains its patrol of flying-boats which has been responsible for summoning badly needed aid to any number of ships and survivors. The Ministry of Shipping does its part by training the merchant personnel in lifeboat and other work and framing the regulations for safety gear of all kinds, from lifeboats to life-saving waistcoats.

On the personal side there have already been innumerable very gallant examples of the Royal Navy, and the Merchant Navy, temporarily serving in the Fighting Force, making the supreme sacrifice for the sake of saving the merchants for which they are responsible. In this category the magnificent fight of the auxiliary cruiser *Jervis Bay* against overwhelming odds will live for all time.

Perhaps, however, the finest and most exciting incidents have been the wonderful efforts made by merchant seamen to save their own ships. Only a few of these have yet been publicly described. Many more will be given due honour when the history of the war at sea comes to be written in full, but, as in the late war, it is probable that the majority will pass practically unrecorded.

One of the finest up to now is the saving of the tanker *San Demetrio* from the *Jervis Bay* convoy. When the convoy scattered according to orders, the *San Demetrio* was severely damaged, and as she had a full cargo of about 11,000 tons of petrol and was liable to blow up at any moment, the captain very properly gave the order to abandon ship. One of the three boats was in charge of twenty-six-year-old Second Officer Arthur Hawkins, and contained the Chief Engineer and fifteen seamen and firemen, one of them sadly injured. The weather was bad and the attack took place in mid-Atlantic, but 36 hours afterwards those in Mr. Hawkins' boat, from which the others had separated, saw the ship still afloat but burning fiercely and surrounded by burning petrol floating on the surface of the sea. The bridge was destroyed, she was glowing amidships and the case seemed hopeless, but the little party returned on board, succeeded in extinguishing the fire with the greatest difficulty, and after rigging temporary steering gear, worked her up to about 9 knots. All the navigating instruments had gone, and it seemed hopeless to try to get the ship into port. Luckily, a naval

vessel came alongside, put the necessary gear and a few extra ratings on board and finally the ship reached port with 10,000 tons of her petrol still untouched. In cash, the damaged ship and her cargo were worth £300,000, to say nothing of its value to the nation, and in awarding £14,700 salvage Mr. Justice Langton described it as one of the happiest working days of his life.

Another particularly gallant case out of many again concerns a tanker, the *Franche-Comte*, which was torpedoed without warning in the darkness and immediately burst into flame. Captain Church ordered all hands to the boats, and they were picked up by a destroyer, but he tried to persuade her captain to remain by the ship until she actually went down. That was impossible, for the destroyer had her duty to hunt the submarine, but Captain Church and several of his men deliberately left their refuge, and, re-embarking in their lifeboat, pulled towards the blazing tanker. There was a heavy sea running, and they found it impossible to get close to the ship, but another man-of-war gave them a friendly tow and six survivors from another sunken steamer who were on board volunteered to help Captain Church and his party.

It was impossible to do anything until daylight, but the escort vessel stood by, and when they did board the *Franche-Comte* they found that the fire had been put out by the sea that was running. Within an hour and a half, by tremendous effort, they had got sufficient steam pressure to give her steering way and her head was turned towards port. The steering gear had been burned and emergency gear had to be rigged; the fire damage was serious and she had a lot of water in her, while the weather was vile. In spite of this she contrived to crawl into a British port, where Captain Church gave all the credit to his volunteers.

The case of the *Rajputana* is another where a merchant ship, armed and commissioned as an auxiliary warship, but manned almost entirely by mercantile officers and ratings, was sunk. A P. and O. liner, built in 1925 for the Eastern services, she had a gross tonnage of 16,644 and a speed of 17 knots, which she could maintain for weeks on end. Her sister is the famous cruising yacht *Ranchi*. At the outbreak of war she was taken up as an auxiliary cruiser, experience in the late war having shown that ships of moderate size and speed were infinitely more useful for that purpose than the Atlantic record-breakers which could not be kept in fuel.

As a passenger liner she was given a dummy second funnel to improve her appearance and to impress passengers. That and all other non-essentials were ruthlessly swept away, all her luxurious passenger fittings were landed, and she went to sea as a cruiser. Her duties were numerous, principally connected with the stream of foodstuffs and munitions into the country. It meant constant exposure to enemy attack and at last the enemy's chance came; the U-boat got her torpedoes home. The ship was lost and can ill be spared, but by good discipline and perfect coolness a large proportion of the crew were saved, to continue on national service. Another case of robbing the corsair of the larger part of her anticipated prey.

Those are only a few cases out of any number, most of which are unrecorded. Sometimes they come into the Admiralty Court for the salvage award to be adjusted, which does not mean that the underwriters or owners are opposing the claim in any way. Sometimes the *Gazette* announces the award of the George Medal or Cross, or various grades of the Order of the British Empire. The Corporation of Lloyd's, which has been awarding a medal for extraordinary efforts to save a ship and cargo for many years past, has instituted the "Lloyd's War Medal for Bravery at Sea," and of those awarded up to date a large number have gone to merchant seamen whose gallantry in saving their ships deserves to be remembered for all time.

LIKE A SMOKING VOLCANO: The strange effect as a burning tanker goes to her end—a dense column of smoke from the doomed vessel rises into and behind the clouds—*Drawing by Montague Dawson*

Drawing by Montague Dawson

AN EPIC OF THE SEA: THE MERCHANTMAN "FRANCHE-COMTE," ABANDONED AFTER BEING TORPEDOED, IS REBOARDED BY HER CREW AND BROUGHT BACK SAFELY TO PORT

A ship's captain who refused to admit defeat, even after he had found it necessary to give the order to abandon ship, has brought his ship safely back to port. The *Franche-Comte* was torpedoed without warning at night and burst into flame. At that time Captain Church had no option but to order his men to the boats. He and his men were picked up by a destroyer, and he at once made his way to the bridge, telling the destroyer captain that he had no intention of leaving his ship until she had sunk. The destroyer had to rejoin the convoy and hunt for the U-boat, but Captain Church and a number of volunteers from his crew determined as they were to stand by their ship, re-entered one of their lifeboats and pushed off into the night. In that boat the Captain had with him his three officers, four engineers, the chief steward, and three wireless operators. There was a strong sea running and finding it impossible to drive the heavy boat against it, they lay off; the darkness lit by the flames from their burning ship. When another escort vessel arrived they asked for a tow, which was readily given. Six men, survivors from another ship, who were on board that escort vessel, hearing that it was intended to board and save the *Franche-Comte*, volunteered for the service. Getting alongside once more, they found the ship burning so furiously that it was decided not to make the attempt till daylight. The escort vessel agreed to stand by until daylight. As dawn broke, Captain Church and his volunteers reboarded the *Franche-Comte*. The fire had been put out by the seas and within one and a half hours the engineers had steam on the boilers and the ship was proceeding on her passage. Her steering-gear had gone, she had taken in a good deal of water, and was difficult to manage in such heavy weather, but she was safely brought into port

PLYMOUTH—many times attacked and, on many occasions, on successive nights. Buildings in the town have suffered severely

CLYDESIDE—Concentrated attacks have been delivered here, and casualties have been heavy among the civil population

BRISTOL—A city which has been the subject of many heavy and concentrated attacks by the Germans

The SECOND BATTLE of BRITAIN

A List of the German Air Raids Carried Out on Provincial Towns During the One Month of April Alone

ALL the world has heard of the First Battle of Britain and how the victory went to the R.A.F., fighting over the waters of the Channel and the fields of Kent and Sussex. For some months past a Second Battle of Britain has been waging with fierce intensity but under different conditions. The actions have all taken place at night and over provincial cities and towns and ports on our coasts. The following account is of one month's actions during this Second Battle of Britain. In the period dealt with here *ninety* enemy bombers were brought down by the British air defences. This would mean that some 360 enemy air personnel were out of action.

April 1—

Daylight activity in the south-west, but few bombs dropped. Five German planes shot down.

ONE MONTH OF AIR ATTACKS ON THE PROVINCIAL CITIES OF ENGLAND: The principal attacks only are indicated here. Since the end of April the night raids have been extended to the Humber and other areas not marked here—and attacks on London have been resumed in strength

April 2—

A few bombs dropped in East Anglia and in N.E. Scotland.

April 3—

Heavy raid on Bristol, lasting some hours. Candelabra flares were dropped and bombing was indiscriminate, probably because the formidable barrage put up by strong A.-A. defences forced the raiders to scatter and miss their objectives. Damage was severe, with many casualties. Two raiders down.

April 4—

Bristol again attacked, but damage was light and casualties comparatively small.

April 7—

Widespread raids over the whole country, during which six raiders were definitely shot down and several more probably destroyed. The heaviest attack was on Merseyside and Liverpool. Also attacked were towns in the West Midlands, S., S.W. and E. England.

April 8—

Coventry severely raided. The attack lasted several hours and was made in two distinct phases. First there was a sharp, short attack, during which many thousands of fire-bombs were showered down, high explosives following. After a brief respite, the attack was renewed with intensity. The barrage was intense, causing bombs to be dropped at random.

April 9—

Birmingham and Newcastle were the main targets. At Birmingham there was considerable damage to houses and business premises. Numerous fires were caused, lighting up the whole town, which was bombed indiscriminately. On Tyneside, damage was caused principally to houses and commercial premises, and a theatre was burnt out. During the night twelve raiders were shot down.

April 10—

Birmingham and Coventry were again raided, and at Coventry damage was considerable and casualties heavy. At Birmingham fires were started by showers of incendiary bombs, which were quickly followed by many H.E.s. Residential property suffered considerably, but casualties were not proportionately heavy.

April 11—

Raids in the west, south and S.W. England, the heaviest being directed at Bristol, where, under a full moon, strong forces of bombers made a savage and indiscriminate attack. In the first phase, fire bombs and H.E.s fell mercilessly, although the intense barrage deflected many of the raiders from their objectives. The second attack, still fiercer, soon followed, wave upon wave of raiders flying over the town. Damage was severe. Five raiders shot down.

April 13—

A few bombs were dropped at one or two coastal points. A single raider over a north-west town caused some damage and casualties. A Nazi bomber crashed at Aber, North Wales.

LIVERPOOL—On April 7 the city and Merseyside experienced a heavy attack; there have been others since then

THAMES ESTUARY—This area, the battleground of the First Battle of Britain, has also suffered from the night raiders during the Second Battle

BROMLEY, KENT—On the outskirts of London: The 700-years-old church of St. Peter and St. Paul demolished by bombs

April 14—
Daylight raids on a town in the north-west and on places in East Anglia. Damage small and casualties few.

April 15—
Belfast and the whole of Ulster severely raided, and bombs were also dropped on many widely separated towns in Britain. Using the lights of Eire as a guide, the raiders made indiscriminate attacks on Belfast. Casualties were heavy. Six raiders destroyed.

April 16—
London the main target.

April 17—
Portsmouth attacked soon after dark in a raid which was officially described as "fairly heavy." Although there was a continuous stream of raiders throughout most of the night, casualties were light and damage not severe.

April 19—
London raided. On the N.E. coast bombs were dropped without causing any casualties.

April 21—
Plymouth heavily raided in two short, sharp raids. A number of fires were started, some of them large, but most were under control before daylight. Neither damage nor casualties were so serious as in previous raids.

April 22—
Plymouth bombed again, thousands of incendiary bombs and hundreds of H.E.s being dropped in a ferocious raid which lasted from dark until after midnight. Casualties were heavy. Raiders dive-bombed the blazing buildings despite intense A.-A. barrage. Two raiders were destroyed.

April 23—
Plymouth was again the main objective in a raid lasting several hours, but not on the heavy scale of previous raids. Two more raiders were shot down.

April 24—
Air activity over Britain slight. Bombs were dropped at points in S.E. and N.E. England, causing but little damage and very few casualties.

April 25—
An area in N.E. England was strongly attacked, but the raid was over before midnight. There were a number of casualties but few were fatal. Bombs also fell in Scotland and N.W. England without causing damage or casualties.

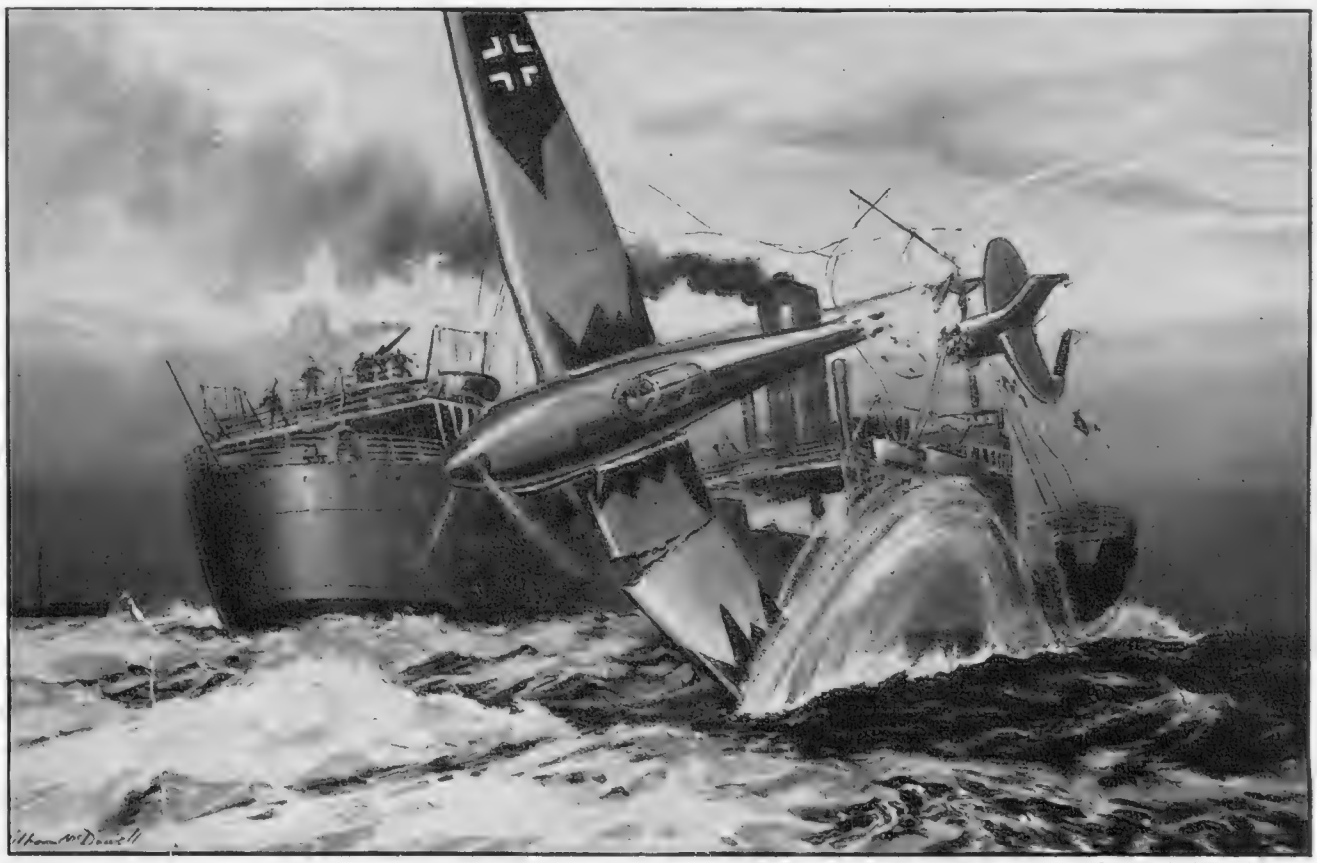
April 26—
Merseyside raided. Three nurses were killed when a babies' home received a direct hit. Casualties were not heavy and damage small.

April 27—
Portsmouth bombed again in face of fierce A.-A. barrage. Waves of raiders dropped hundreds of flares, followed by H.E.s and showers of incendiary bombs. Several fires were started but were quickly dealt with. Two raiders shot down. Considerable damage was done and one hospital was hit three times and rendered uninhabitable. Another hospital caught fire, a stores and a hotel were destroyed and a surface shelter hit. Casualties heavy, but the number killed not large. Bombs also dropped on S.W. England and N.E. Scotland.

April 28—
Plymouth, thrice raided in successive nights during the previous week, again the objective in a fierce attack lasting a few hours. Showers of incendiaries were followed by many H.E.s, and oil bombs were dropped where fires had been started. The attack was concentrated on a working-class area, where casualties were numerous. Four enemy bombers were shot down, three by A.-A. gunfire and one by R.A.F. fighters. Many people rendered homeless.

April 29—
Plymouth raided for the fifth time in nine nights. The attack lasted some hours and was again severe and casualties were heavy, many being killed. Bombs were dropped indiscriminately in bad visibility. A home for old people, two hospitals, six shelters, a feeding-centre, and wardens' posts were hit. Oil-bombs fell on places already set alight by incendiaries and were followed by H.E.s. Rest-centres were crowded and many of the homeless began to trek from the stricken town. Eight raiders were destroyed during the night, five by A.-A. guns.

April 30—
Enemy activity slight, causing no casualties. The total of enemy planes destroyed at night during April was 90.



Drawing by Wm. McDowell.

THE RAIDING HEINKEL WHICH WAS BROUGHT DOWN BY THE *MAST* OF A BRITISH MERCHANTMAN

It was 7.35 p.m. on March 11 when those upon the bridge of the British merchant ship *Jamaica Producer* saw an enemy aircraft flying straight towards their ship in a long, low glide. Then at a distance of about 400 yards the German pilot opened his throttle, but those on the bridge of the *Jamaica Producer* considered that he could not possibly clear the masthead height of their ship. The helm of the *Jamaica Producer* was at once put hard over with the intention of fouling the enemy aircraft with the foremast, or at least upsetting his plan of attack. As soon as the ship began to swing the Heinkel opened fire with his forward machine-guns at very close range and, at the same time, began to climb steeply. The enemy's fire was returned by the *Jamaica Producer*, the chief officer manning the gun in face of the enemy's close-range fire. Seeing that he might not clear, the German pilot attempted to swerve to port. In doing so he fouled the fore topmast with his tail. A terrific jolt was felt on the deck of the ship as the tail struck the upper crow's-nest. The wireless aerial and fore topmast backstay came crashing down on the deck and these were followed by great pieces of aircraft which fell all over the ship and into the sea around. Those on the bridge of the *Jamaica Producer* saw the Heinkel sideslip round the stern in a very unstable manner. A rating who was aft at the time saw the aircraft, without a tail, come close over his head, and a moment later a huge column of water spouted up as the Heinkel crashed into the sea. There were no casualties on board the *Jamaica Producer*, but when the ship was examined by daylight it was found that a bomb had passed through the glass screen on the foreside of the bridge and through the funnel. This bomb had evidently been released by the Heinkel as it was trying to gain height

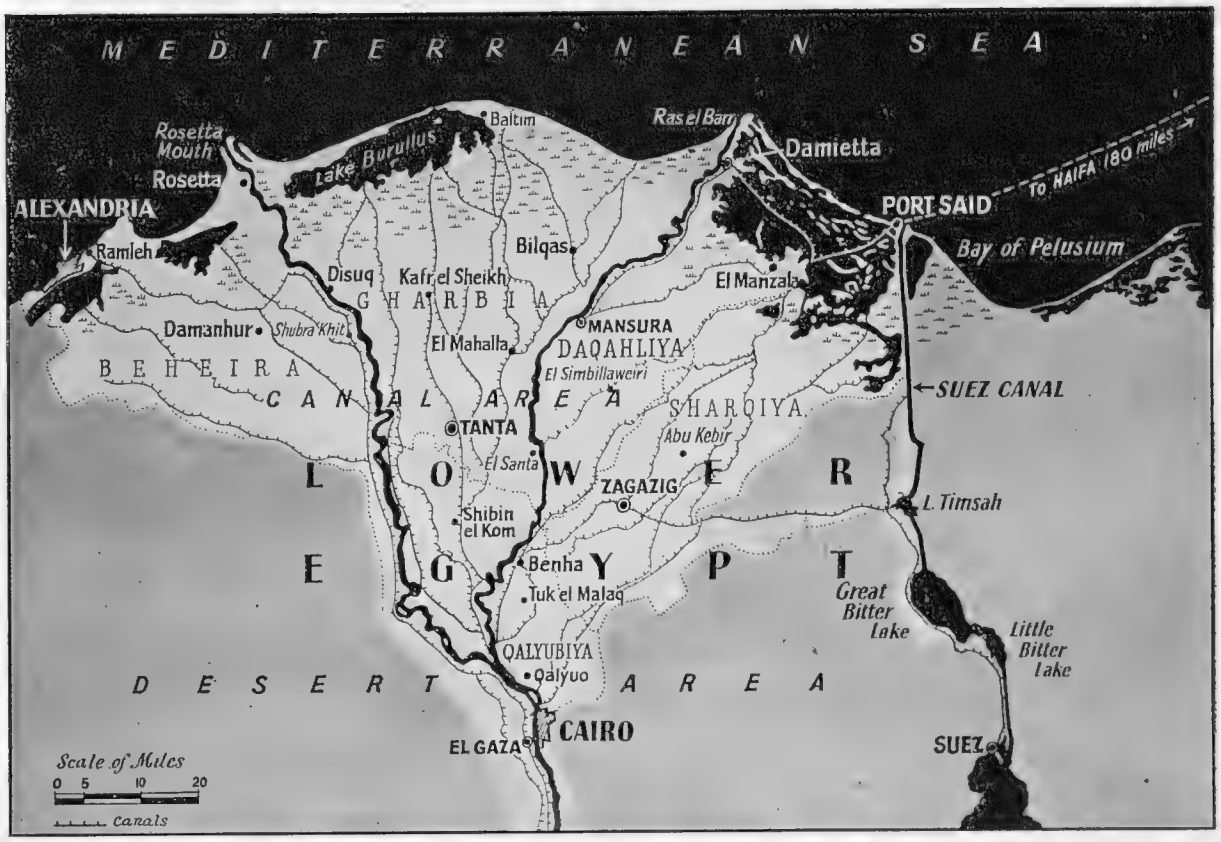
THE NILE AND THE EASTERN MEDITERRANEAN

Some Considerations for the Strategist. By BEEBY THOMPSON

THE Nile delta is one of the most remarkable and most fertile stretches of country in the world, relying almost exclusively for its water on rain falling on regions 1,700 miles distant. Until the vicinity of Cairo is reached, the river in its course through Egypt flows in a valley of restricted but variable width, along which cultivation is practised whenever the alluvial flats assume a useful width; but northwards the alluvium expands to a fan-shaped delta around which the river has meandered and from time to time in the past cut new beds for itself. To-day two main branches lead from below the Barrage near Cairo, one entering the sea at Rosetta, east of Alexandria, the other at Damietta, west of Port Said. Both end amidst large, shallow lagoons or lakes, the reclamation of which, at least in part, has always been the objective of a very wide-awake irrigation department. The delta is a featureless plain sloping almost imperceptibly seawards, and some 5,000,000 acres out of a possible 7,000,000 acres of land are intensely cultivated. The silt, which reaches a thickness of 30 to 40 ft., is derived almost exclusively from the disintegration and denudation of Abyssinian rocks carried by the Blue Nile and Atbore Rivers in time of flood. At this period of the year, July to September, much of Egypt is under water, with many hundreds of villages built upon earth mounds standing out above the inundations. It is only at this period that water reaches the Mediterranean in any quantity; for at other times the whole river supply is used for irrigation, dams and barrages at various spots artificially maintaining the level high enough to feed the canals which radiate about the country in all directions. The two largest canals are used for navigation and are crossed at intervals by swing-bridges. Another canal conducts water to Ismalia and Port Said, with a branch to Suez without which these three important places would be uninhabitable as there is no drinkable water in their vicinities. Many large towns are dotted about the delta, the chief being Benha, Zagazig, Mansura, Tanta and Damanhur. All are located on the railways and are also connected with a complicated series of dirt-tracks which generally follow the canal banks. As there is no stone or gravel in the delta a macadamised road is a very expensive undertaking; nevertheless, a number have been constructed in recent years serviceable for cars at all seasons. Within the last few years a very fine tarmac road has been made between Cairo and Alexandria via the pyramids of Giza, to which a raised road was made when the Suez Canal was opened. The new road follows the desert on the west of the delta though avoiding the troubles of the soft land.

From the foregoing description it is evident that an invasion of Egypt with mechanical land vehicles would be no easy matter. Canals, ditches, muddy fields and insecure bridges would cause exasperating delays and hindrances. There are no sheltering rocks, hills or forests in which to hide or conceal operations, and the neighbouring desert is none too easy for movements.

The rich Nile delta supports a population of about 14,000,000, most of whom are industrious farmers.



THE DELTA OF THE NILE — the area which the Germans hope to invade (*See accompanying notes*)

THE POSSIBILITIES OF AIR BOMBING FROM ALEXANDRIA— ***A Special "Sphere" diagram :*** Inevitably, under the altered conditions now prevailing in the Eastern Mediterranean, discussion must range over the possibility of attack by aircraft of the R.A.F. of the new military objectives created by recent events. Here is a diagram, specially prepared, for the consideration of our readers. It may be read with particular reference to Syria and Iraq, now so much in the daily news

***On right*—HOW THE CAMPAIGN IN IRAQ DEVELOPED :** After the usurper Rashid Ali had made it clear that he was determined to oppose Britain's Treaty rights, the aerodrome at Habbaniya was attacked by Iraqi forces : these were, however, beaten back and the aerodrome was occupied by British troops. In the meantime, women and children from Habbaniya and Bagdad had been evacuated to Basrah, whence many have already been sent to India. Coincident with our victory at Habbaniya, Iraqi troops were also compelled to surrender at Rutbah ; and in various other parts of the country—notably at Bagdad—the R.A.F. carried out successful bombing attacks. Rashid Ali made attempts to gain support for his desperate enterprise, but without noticeable success. The map reproduced on the right describes the geographical aspect of the campaign

FIRST APPEARANCE OF THE BALLOON BARRAGE OVER LONDON BEFORE THE WAR: It was in the autumn of 1938 that the above record of the preparations for a balloon barrage was obtained. The demonstration took place in front of Sir Kingsley Wood, then Air Minister, and many of the assembled spectators saw for the first time a demonstration of the famous London Balloon Barrage, the scope and extent of which was to astonish Londoners themselves when war broke out in the autumn of the following year. London was delighted at this evidence of preparation on a very big scale, and the sight of the silver monsters was a welcome one and has remained so ever since

THE METAMORPHOSIS OF THE BALLOON

How It Developed from the Captive Observation Balloon, through the Blimp and Elaborate Rigid Airship, Back to the Captive Barrage Balloon of To-day. By LEONARD BRIDGMAN

IT may not be generally accepted by the man in the street that the generic term "aircraft" is all-embracing to include even the humble barrage balloon, thousands of which stand to-day in silent guard over our cities and towns and elsewhere up and down the country. In the same category are included the spherical balloon and the dirigible airship; in other words, all craft which derive buoyancy from the use of gases which are lighter than air.

SPECIAL "SPHERE" SECTION
(See three following pages)

The modern barrage balloon differs little except in function from the observation balloon of the last war, which, although not a common sight over our own countryside, was familiar enough to all who served in France and Flanders and at sea twenty-five years ago. Behind these two comparatively crude types of lighter-than-air craft stands a notable chapter in the history of the conquest of the air, a chapter which records the first crossing of the Atlantic in both directions and the first successful operation of a transatlantic passenger and mail service by airship, as well as a number of spectacular tragedies which brought airship progress to a virtual standstill before the outbreak of the present war.

The balloon and the airship owe their origin to the discovery by Cavendish in 1776 of hydrogen gas, although the first practical pioneer work with lighter-than-air craft was done by the Montgolfier brothers, who are said to have tested both steam and hydrogen as a means of lift. They had no success with either, as the steam quickly condensed and the hydrogen leaked through the pores of the paper envelopes they used. Heated air proved more suitable, and by lighting fires underneath great paper balloons they were able to fill these and cause them to ascend to considerable heights.

ONE OF SANTOS DUMONT'S DIRIGIBLE BALLOONS BEING PREPARED FOR A FLIGHT—PERIOD 1901: No sooner had aeronauts begun to make long-distance flights in hydrogen-filled balloons than inventive minds began to experiment with engines attached to lozenge-shaped balloons. M. Santos Dumont, the wealthy young Brazilian, was, perhaps, the most determined in this direction. He built dirigible after dirigible, and on October 19, 1902, won the Deutsch prize of 100,000 francs by steering his frail dirigible from St. Cloud round the Eiffel Tower and back in just under 30 minutes. All these early balloons were liable to rents in the fabric, to say nothing of other and more baffling troubles

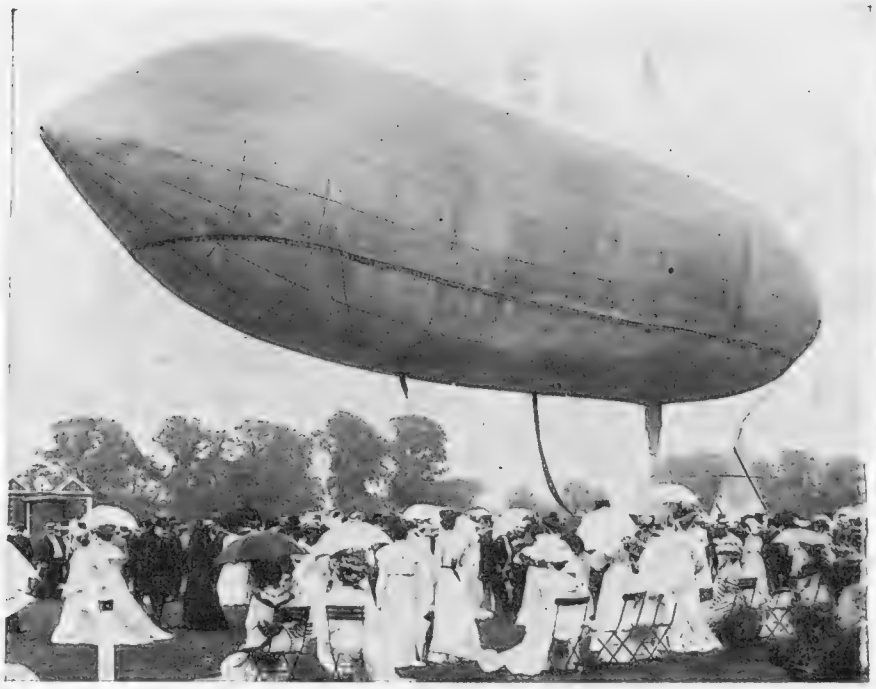
The French nation was stirred to great enthusiasm by these feats of the Montgolfiers, and by 1783 balloons were constructed in which several daring souls made ascents. One Pilâtre de Rozier made the first ascent by man in a captive hot-air balloon, and he and the Marquis d'Arlandes made the first free flight, lasting 25 minutes.

To Professor Charles, a rival of the Montgolfiers, is ascribed the credit for devising the modern hydrogen balloon. He was aided in getting over the difficulty of leakage by the brothers Robert, who had succeeded in dissolving rubber. Using a balloon made of rubber-coated silk and filled with hydrogen, Charles made his first successful ascent in Paris in August 1783, before a crowd of 300,000.

Following on the evolution of the spherical balloon, which, once air-borne, depended for its movement

(Continued on following page)

The METAMORPHOSIS of the BALLOON—(cont.)

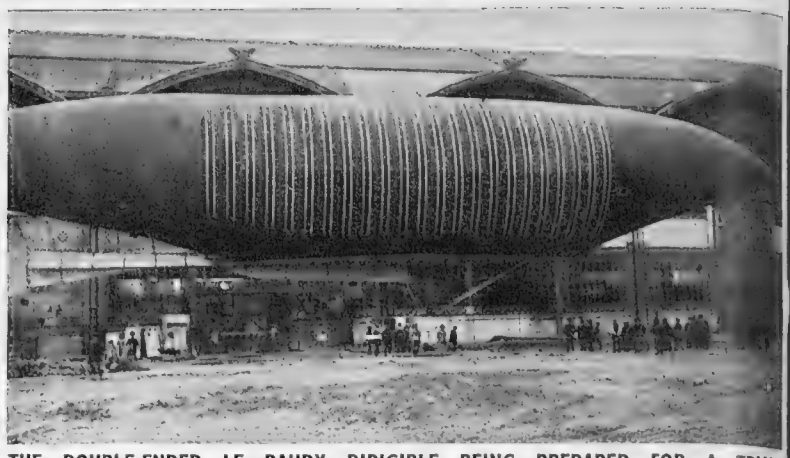


ONE OF THE SEVERAL CIGAR-SHAPED DIRIGIBLES WHICH APPEARED IN THE EARLY YEARS OF THIS CENTURY: This Spencer balloon appeared at Ranelagh, then at the height of its social glory, as an afternoon spectacle in 1906. The Spencer family became notable figures in the history of early twentieth-century aeronautics. Percival Spencer, with the Rev. J. M. Bacon, crossed from Douglas, Isle of Man, to Dumfries in 1902. Some of these balloons were partially stiffened below; the suspended engine and "cat-walk" were of the lightest construction. The fabric rudder of this dirigible can be seen on the right of the picture

(*Continued from preceding page*)

on the whims of the wind, came man's desire to introduce some form of propulsion and control, but as the original balloon was made possible only by the discovery of hydrogen, so the dirigible balloon, or airship, had to wait on the invention of a suitable power-plant. Oars, sails and manually-operated screws were incorporated in the most ambitious schemes, but it was not until the internal-combustion engine was produced that the dirigible airship became a possibility.

In the meantime, however, the balloon was achieving considerable popularity. Its possibilities as a military weapon were also being investigated. The first captive observation balloon was used by the French at the Battle of Maubeuge, to the consternation of the Austrians. This balloon was operated by a special balloon company of the French Army known as the Aérostiers, and several generals accompanied the aeronauts to gauge its value. Experiments with captive balloons were begun in Great Britain in 1862, and it may be a surprise to many to know that a military balloon school was opened at Chatham in 1879, and that special observation balloons were used by the British Army in Egypt, Bechuanaland, China and South Africa. A German balloon corps was formed in 1864, and in due course this corps took into service the first kite-balloons, which were invented by Major von Parseval in 1896. The Parseval kite-balloon was, with little modification, used by the German armies in the last war. The original British observation balloon was also based on the Parseval kite-balloon.



THE DOUBLE-ENDED LE BAUDY DIRIGIBLE BEING PREPARED FOR A TRIAL: The French showed very keen interest in developing the lighter-than-air craft, and especially the semi-rigid types. The stiffened keel was, of course, a great help in retaining the form of the ballonet, and this was developed to the full in the Le Baudy. The supporting cables of this keel were a very distinctive feature. The bow and stern portions were tapered in curious beak-like form. The directional car was shorter and more compact than some of its rivals.

The first serious developments in airships began in 1898. Count Ferdinand von Zeppelin, a retired Army officer whose name acquired an ominous import during the last war, began his experiments in Germany, and about the same time a young Brazilian named Santos Dumont appeared in Paris and proceeded to astonish the world with his feats. He had great wealth as well as courage and perseverance, and he constructed in all fourteen ships, making ascents in each of them with various degrees of success.

The first Zeppelin airship made its first ascent in 1900. Zeppelin evolved the rigid type of ship. This had a rigid framework of aluminium covered with linen and silk and with the gas carried in a number of separate ballonets located within the framework. The semi-rigid ship, most favoured by the French and Italians, had its large gasbag stiffened by a keel, whereas the non-rigid airship comprised an envelope which depended on its contents to maintain its shape. The semi- and non-rigid ships had the advantage that they could be deflated and transported with comparative ease, whereas the rigid ship was difficult to handle on the ground,

THE USE OF THE CAPTIVE OBSERVATION BALLOON IN THE GREAT WAR, 1914-18: During the Great War the captive observation balloon played an important part in the general operation of watching the enemy's lines. A non-rigid balloon with fins almost identical with those of the barrage balloons of to-day was employed. One of the observer's tasks was the spotting of positions from which enemy batteries were firing. These observers often had a very hot time of it, the object of the enemy planes being to set fire to the balloons with inflammable bullets. At a given moment the observers had to "bale out" and see that their parachutes landed them within their own lines. Our own Air Force, as it grew in power, was able to drive off the attackers

THE APPEARANCE OF THE GERMAN AIRSHIPS AS WAR WEAPONS IN THE OPENING YEARS OF THE GREAT WAR: The Zeppelin commercial airships which had been developed before the war appeared in 1914 as the chief air arm of the enemy. They were all of the rigid pencil form, with four engines strutted out from the side of the ship in "power eggs." A rubberised fabric covering was stretched over the aluminium framework and the internal gas ballonets. They first appeared over England on January 19, 1915, when a couple dropped bombs over Norfolk. They came in a mist and drizzle—a type of weather which the Zeppelins appeared to favour. On this occasion there was no defence, but by the following June eight planes went up and guns opened up from the ground. In this drawing, reproduced from "The Sphere" of June 5, 1915, the Zeppelin is shown dropping incendiary bombs

HOW THE CAPTIVE BALLOON APPEARED IN 1918 AS A CONVOY PROTECTION: When the convoy system was in full swing in the last year of the war, the captive balloon was employed as a protection. One was towed at the head of the convoy and another at the rear, as shown here. There was one marked difference, however: observers were sent up aloft with the balloons in wicker baskets, as in the case of the observation balloons employed behind the lines on the Western Front.—*From "The Sphere" of March 30, 1918*

THE HUGE "GRAF ZEPPELIN" AT THE MOVABLE MOORING-MAST AT LAKEHURST HANGAR, U.S.A.: After the war, as the years passed, the German commercial airships grew in size and were employed on a regular passenger-and-mail traffic to America. The greatest difficulty in their employment, and the one which materially brought about their end, was the question of mooring and housing. Sir Charles Burney, Bart., confessed as much in his book, *The World, the Air and the Future* (1929). It is odd to note that Mr. H. G. Wells, in his *War in the Air*, published when the early dirigibles were being tried out, foresaw the use of huge metal-framed airships, and of planes suspended beneath them, yet overlooked this supreme difficulty of housing. His Cockney hero stumbles upon a great German air camp, where "the airships lay like a herd of grazing monsters." They are pictured in an illustration to his famous fantasy lying cheek-by-jowl in a way which would have made Dr. Eckener smile, for all his scientific and navigational skill

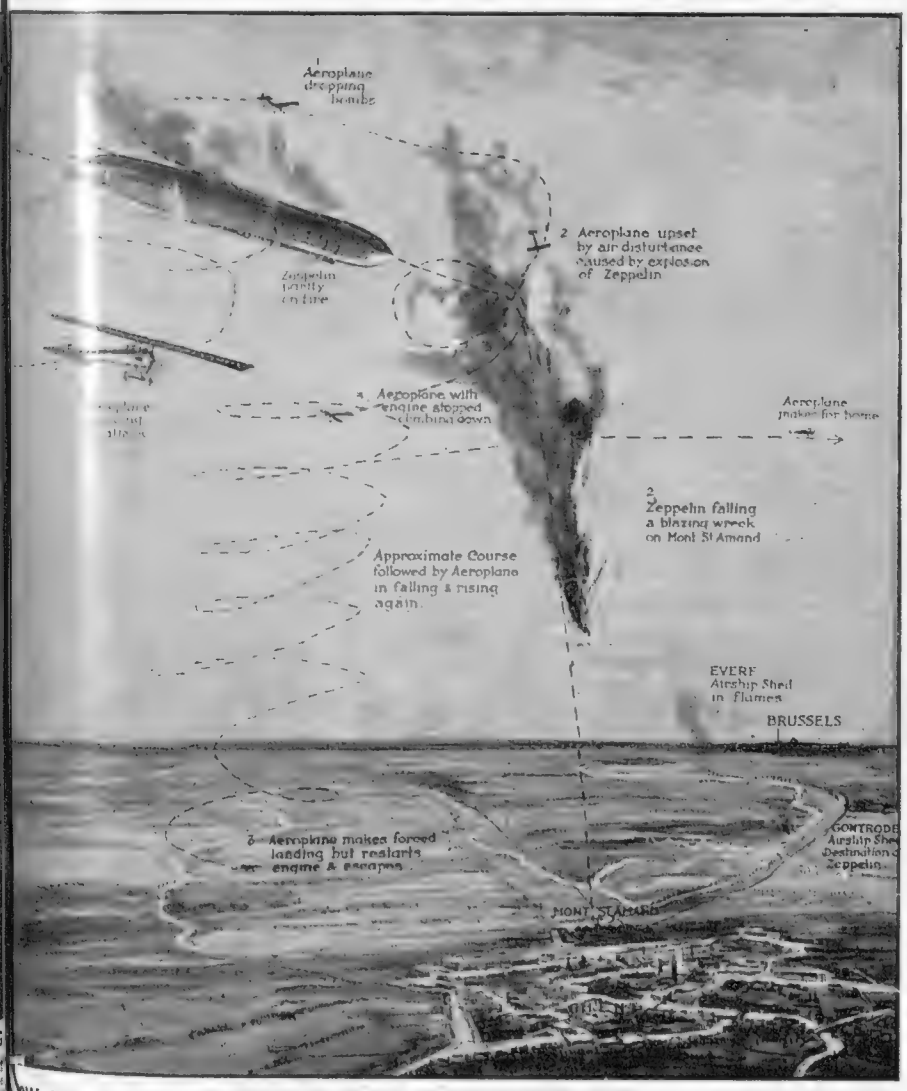
where it was subject to the vagaries of the weather. Most of the early Zeppelin airships were wrecked by storms or high wind either when landing or on the ground, but in 1907 the fourth ship—the LZ4—put up the notable performance of carrying sixteen passengers, for 12 hours on a flight from Friedrichshafen to Lucerne and back. Up to 1914 twenty-six Zeppelin airships had been built, and four of these ships, which were operated by a company formed to make cross-country and pleasure flights, made 760 flights, flew 100,000 miles and carried 14,000 passengers in four years without mishap.

The first British military airship, the "Nulli Secundus," was launched in 1907, but little success was achieved in this country with airships of British design until after the 1914-18 war had started. Prior to that we had interested ourselves in various foreign types, notably the French Lebaudy and Astra-Torres and the German Parseval. Shortly after the outbreak of the last war the need for a small airship suitable for oversea scouting was filled by mounting an aeroplane fuselage beneath a non-rigid envelope. Thus was born the "blimp," large numbers of which were used round our coasts. Later in the war we developed various semi-rigid and rigid ships, the latter being copies of the German Zeppelin and Schütte-Lanz types, examples of which had been shot down over this country. The Schütte-Lanz was generally similar to the Zeppelin, but had a framework constructed entirely of wood.

At the end of the last war the most highly-developed type of airship was the Zeppelin, but under the terms of the Versailles Treaty the size of ships which Germany would be permitted to build was restricted, and constructional work ceased for several years.

In Great Britain there were several ships under construction at the time of the Armistice and one of them—the R.34, which was based on the design of the captured Zeppelin LZ33—made the first crossing of the Atlantic and back in July 1919. The outward voyage took 108 hrs. 12 mins. and the return 75 hrs. 3 mins. Work on certain other ships continued until 1920, when, owing to a reduction in Government expenditure, the Air Ministry closed down the airship branch of the R.A.F.

(*Continued on following page*)



HOW THE LIGHTER-THAN-AIR WEAPON WAS CONQUERED BY THE HEAVIER-THAN-AIR ARM: The giant dirigibles of the Germans were rendered vulnerable by the greater speed and climbing power of the aeroplanes of the period 1914-15. The destruction of one of them took place on June 7, 1915, over the city of Ghent at the hands of a British aviator who had apparently chased the Zeppelin in from the Channel after a visit to Kent. The damage was done in this case by dropping bombs from above on to the upper surface of the Zeppelin. The pilot had to do a loop, so the narrative says, owing to the violent explosions from the dirigible, but eventually got away safely—*From "The Sphere" of June 21, 1915*

THE CIGAR-SHAPED BALLOON AS A "BLIMP" WAS VERY POPULAR IN THE UNITED STATES: The non-rigid and the semi-rigid "blimp" became very popular with armies and navies as patrolling craft, both during the Great War and for some years afterwards. They could float silently over the sea and land and observe a wide area in a manner which could not at the time be otherwise attained. They could be deflated, packed up, and removed to desired spots, whereas the rigid airship could only be housed with the utmost difficulty

The METAMORPHOSIS of the BALLOON

(Continued from preceding page)

In 1924 the Government adopted a new programme of airship development and two ships—the R.100 and R.101—were ordered. The R.100 was completed in 1929 and in the following year flew to Canada and back. The R.101 was completed in the same year, but was completely destroyed, with heavy loss of life, in France while on a flight to India in October 1930. This setback, coupled with a renewed need to retrench, resulted in the abandonment of airship development and in 1931 the R.100 was sold for scrap and broken up. Thus ended, rather ignominiously, England's never very enthusiastic incursion into the airship field.

The first big airship built in Germany after the last war was the LZ126, which was built in 1924 on reparations account for the United States. This ship, which was named the ZR3, or "Los Angeles," by the U.S. Navy, was flown across the Atlantic to its new owners. It was taken out of commission in 1932, but was recommissioned in the following year for experimental work and its ultimate fate is not known. It never had an accident, and it certainly held the record for airship longevity.

Then followed the LZ127, or "Graf Zeppelin," which was completed in 1928. This ship was used to inaugurate the transatlantic service to South America and was in continuous service from 1930 to 1936. It completed its hundredth crossing in November, 1935, and its millionth kilometre in the following month. Up to then it had carried 10,400 passengers. It was withdrawn from service in May, 1937.

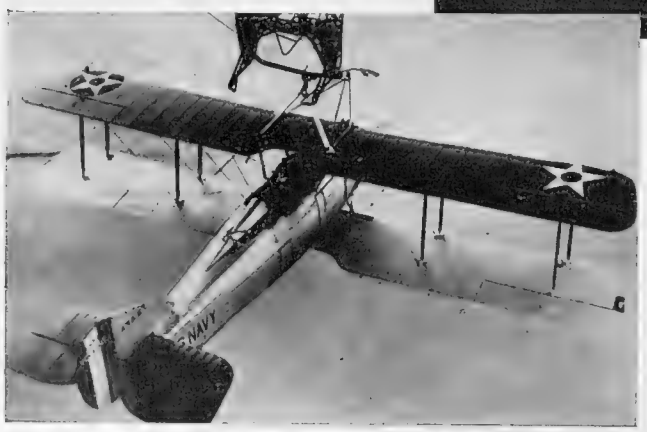
In 1936 the LZ129, or "Hindenburg," was completed. This ship operated on both North and South Atlantic services in that year, but in 1937 it was completely destroyed by fire while landing at New York after completing the first trans-Atlantic service of the season. Of the 97 passengers and crew, 35 were killed, including Captain Ernst Lehmann, the captain of the ship and one of the pioneers of the Zeppelin airship. This disaster held up future constructional work until its cause could be ascertained. As the result of the inquiry, it was decided to modify future designs to permit the less inflammable helium gas to be used in place of hydrogen, but in 1938 the United States, the principal source for helium, prohibited its export, and with this stroke the death-knell of the large passenger-carrying airship was sounded. The LZ130, later named the "Graf Zeppelin," was completed, but it was decided by the Zeppelin Company that so long as only hydrogen was available the ship should not be used for carrying passengers. The lack of a suitable non-inflammable gas and the outbreak of the present war have put the Zeppelin airship completely in eclipse.

The only other country which embarked on an ambitious airship programme was the United States. Following on the acquisition of the Zeppelin "Los Angeles," the Zeppelin constructional rights were bought by the Goodyear Company and contracts for two large ships were placed with the company by the U.S. Navy. These two ships, the "Akron" and the "Macon," were both destroyed in accidents with heavy loss of life. Since the loss of these two ships airship development in the United States has been practically at a standstill. A few non-rigid training ships have been built in recent years, and the Goodyear Company maintains a small fleet of "blimps" for advertising purposes, but so long as aircraft design and production are guided along military lines the future of the airship remains an unknown quantity.

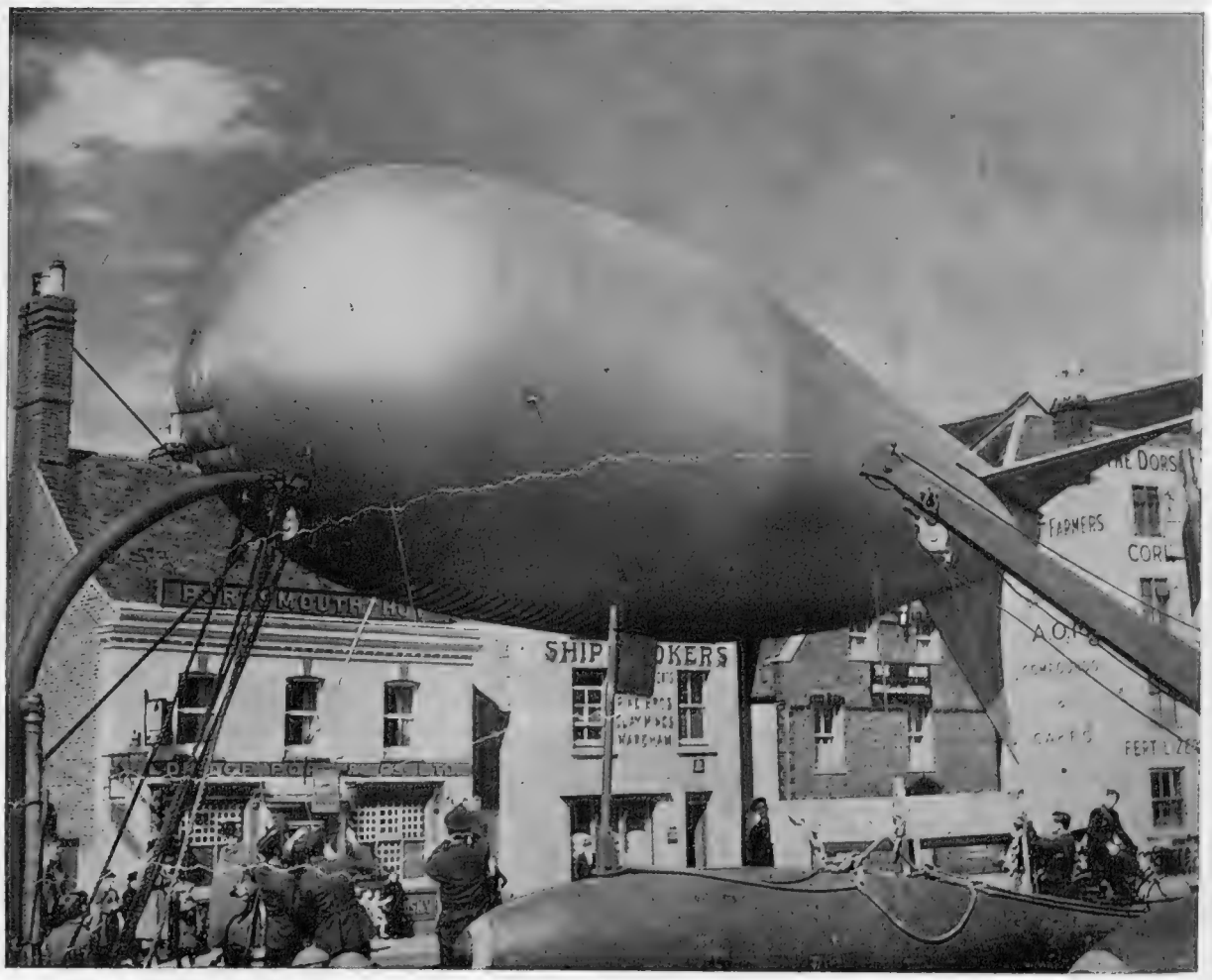
Thus the full circle has turned. To-day we see in the simple barrage-balloon but a modern reincarnation of the vehicle which the discovery of hydrogen made possible 150 years ago. It is perhaps ironical that the sole modern survivor of lighter-than-aircraft with a sting concealed somewhere in its tail stands in defiance of the might of the *Luftwaffe* and all the horrors of fire and explosive that it hurls at our cities.

FLOATING IN FAIR-WEATHER TRIUMPH OVER NEW YORK

The U.S. Navy continued for many years after the Great War period to build big metal-framed airships, and on occasion they would make spectacular appearances over New York and Washington; but they were fair-weather trips. When bad weather conditions were encountered the airships broke in pieces, due to vertical currents, rising and descending. Electrical storms and fire were additional dangers they had to face

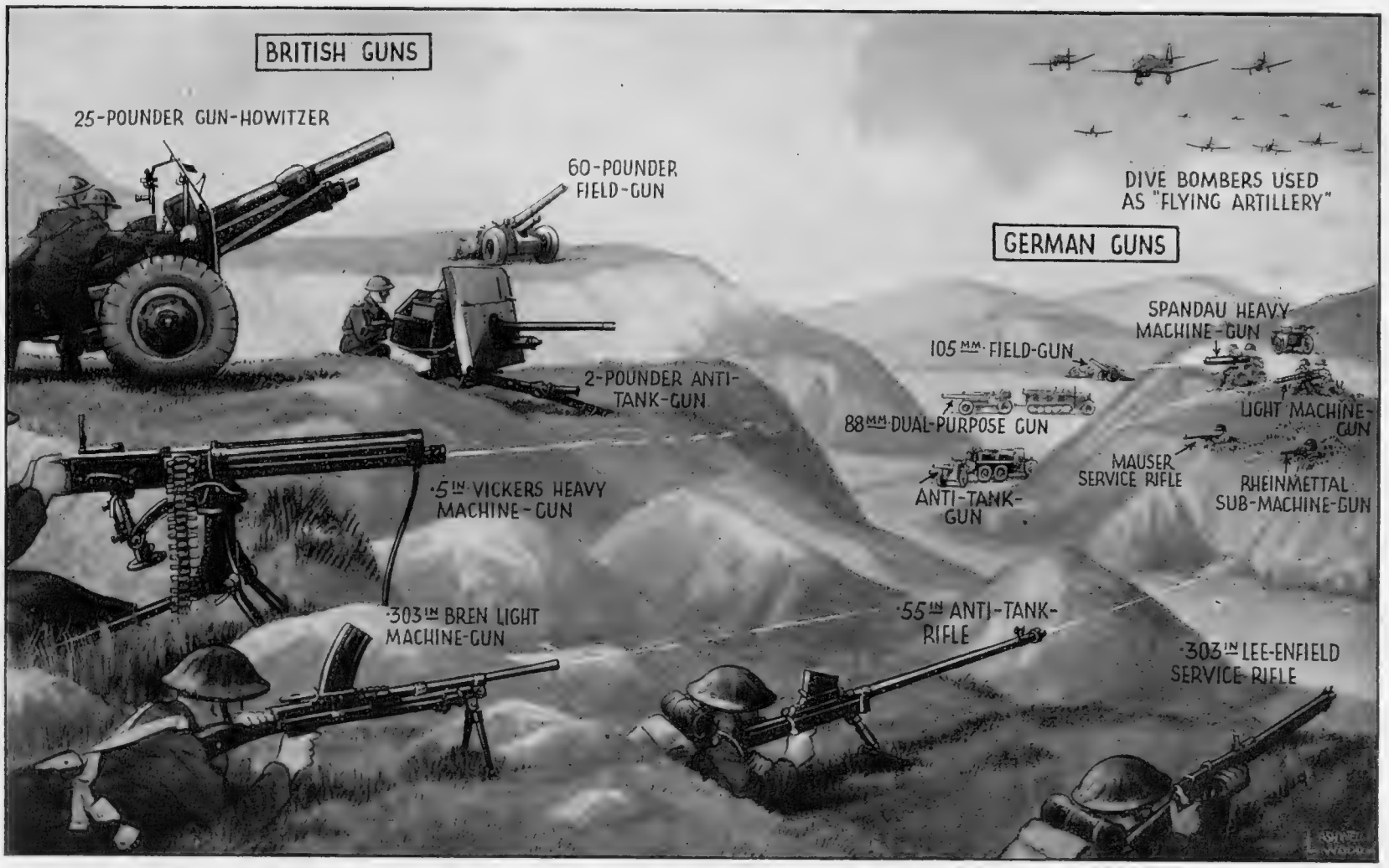


GOING ONE FURTHER WITH THE RIGID AIRSHIP: The U.S. Navy, in its efforts to overcome the difficulties presented by the airship's great size, attempted to carry a plane attached to a special release mechanism below the airship "Los Angeles." The aeroplane was intended to act as a deterrent to any attacking aeroplane, against which the airship carried only a light gun or so on the roof. The device was actually used on several occasions, the plane being attached and released in mid-air



THE LATEST FORM OF BARRAGE-BALLOON WITH SHARK-FIN TAIL

The curious may have noticed in certain areas that the barrage-balloon has taken on a somewhat different form. It is stiffer in appearance and its tail fins are no longer wobbling, air-filled bags but project with a perky sharpness reminiscent of a shark's fin. The crane arm on the right is part of a naval vessel's equipment and has nothing to do with the balloon, which is riding a little distance farther back



Drawing by L. Ashwell Wood

THE TYPES OF GUN USED IN THE FIELD BY THE BRITISH AND THE GERMAN ARMIES: FROM FIELD GUNS AND HOWITZERS DOWN TO THE ANTI-TANK AND SERVICE RIFLES. Note: Anti-aircraft guns and tank armaments are not included in the above picture

THE WEAPONS WE FIGHT WITH

A Description of the Armaments Used in Modern Battle. By G. H. CAMERON

MANY considerations must be carefully weighed in equipping a modern mechanised Expeditionary Force, and the number of tanks, Bren carriers and other armoured vehicles to be provided must necessarily vary greatly in every case.

The nature of the terrain over which the campaign will be fought—whether, for instance, it be mountainous as in Greece, or open desert as in Libya—will be of paramount importance to an Army or Divisional Commander in deciding upon his requirements. Moreover, if a defensive rôle be in contemplation, the number of tanks which can be usefully employed, as well as their weight, is likely to be less than in an offensive, where strong concrete positions have to be overcome.

Even one armoured brigade implies enormous quantities of equipment and a large supporting force to maintain it at a distance from its base. Approximately, the Expeditionary Force to Greece numbered nearly 60,000 men, rather more than two divisions.

Now, a modern division usually consists of three brigades of infantry, or nine battalions, totalling about 10,000 men. To this must be added one armoured brigade of tanks, a brigade of three regiments of artillery and the necessary support troops. Allowing for some elasticity in its composition and placing the corps troops, which include engineers, R.A.S.C., Ordnance corps and medical units, as high as 10,000—for they have not only to supply food, petrol and ammunition to the front line, but also to repair damaged tanks and other vehicles and provide spares—the personnel of each division may be put at 25,000.

Drawing by L. Ashwell Wood

THE "MOLOTOF COCKTAIL" AS IT HAS BEEN USED BY OUR TROOPS IN LIBYA

After having been hailed as a wonderful invention for stopping tanks, and after having been adopted by the Home Guard as one of their anti-invasion weapons, criticism has recently been made of the "Molotof cocktail": nevertheless, this simple weapon has been responsible for the destruction of no fewer than eleven enemy tanks at Tobruk during one attack alone. The cocktail is a bottle filled with petrol, other spirit and tar, and with an ignition device included: when hurled against the tank the spirit bursts into flames and the crew are momentarily blinded and gassed. When in this condition they are at the mercy of their enemies. But the tank must first be brought to a halt. Sometimes the conditions inside are made so unbearable to the crew that they throw open the hatch and sally out in desperation

The despatch of a force of any size, therefore, is an operation of magnitude,

The armoured units naturally make the heaviest call upon the services of the Corps troops. To each battalion of infantry there are twelve Bren carriers. An Expeditionary Force of fifty to sixty thousand men, therefore, would have hundreds of tanks at its disposal, and about 250 Bren-gun carriers. But, in Greece, Hitler had three or four armoured divisions—2,000 tanks—to hurl against our small force.

Light tanks, in fact, are becoming obsolete, replaced by cruisers or medium tanks and heavies. The latter are held in reserve by Divisional Headquarters, and in an attack are launched after the artillery barrage has lifted, to blast out any strong points still held by the enemy.

They are followed up by the infantry, who take possession and consolidate the ground, the tanks then being withdrawn. In a rear-guard action the cruisers are of considerable value in containing enemy forces, either by a smashing counter-attack, or by directing a withering fire from behind cover, enabling our infantry to withdraw to take up other positions in rear.

Formidable as they appear, the armoured cars of the new reconnaissance unit, at present undergoing tests in the Northern Command, their principal job is not to fight, but to establish contact with the enemy. They may have to fight, but if so compelled, they would break off the engagement as quickly as possible and make contact again elsewhere. In this way and by drawing enemy fire, a fair estimate of the location and strength of enemy positions may be sent to the troops in rear by means of the motor-cyclist despatch riders accompanying the unit. They may also be used to hold vital points such as bridges, and rail centres until infantry arrive to take over. They take the place of the old mounted cavalry patrols, and primarily their rôle is reconnaissance by contact.

Apart from our own accelerated effort, American output is expanding to such an extent that the United States will very shortly be producing more fighting equipment than any country in the world, including Germany. A low estimate of the number of aeroplanes to be built there this year is 18,000, and the total of tanks for the whole of 1941 is likely to exceed 9,000.

THE "BIG FELLOWS" OF THE COASTAL COMMAND

The Huge Short Sunderlands which Patrol the Seas in the Battle of the Atlantic

Described by LEONARD R. GRIBBLE

"SUBMARINE on the starboard quarter!" The look-out's cry brought men running to the rail of the plunging steamer, deep-laden with Argentine wheat. On the bridge Captain Schofield gave fresh orders. Below decks the radio operator tapped out an urgent S O S.

Even as the call for aid sped across the grey Atlantic the underseas marauder opened fire with her gun. A shell ploughed the waves just ahead of the steamer's bows. Others followed at the rate of one a minute—and every one of those minutes the distance between the freighter and the U-boat lessened.

The bell in the engine-room clanged. The pounding of the Diesels ceased. With shells still falling, boats were lowered and the crew bent to their oars. A sailor lifted his grim gaze to a rift in the scudding banks of cloud. "Look!" he shouted. "Between those clouds!"

The rowers stopped pulling. All eyes were raised. Streaking towards the high-seas hold-up were two Sunderland flying-boats of the Coastal Command. The S O S had been received at Coastal Command Headquarters, and at more than two hundred miles an hour the R.A.F. was hurrying to the rescue.

The U-boat commander crash-dived his craft without more ado. Engines roaring, the flying-boats circled the doomed freighter. One swooped low over the waves, made for Captain Schofield's boat; the other began a vigilant search of the neighbouring ocean.

The sailors watched, breathless, as the huge flying-boat made a perfect "landing" on the choppy sea. A door in the fuselage was opened, and a cheery pilot stuck out his head.

"How many you got?" he asked Schofield.

"Thirty-four," called the captain.

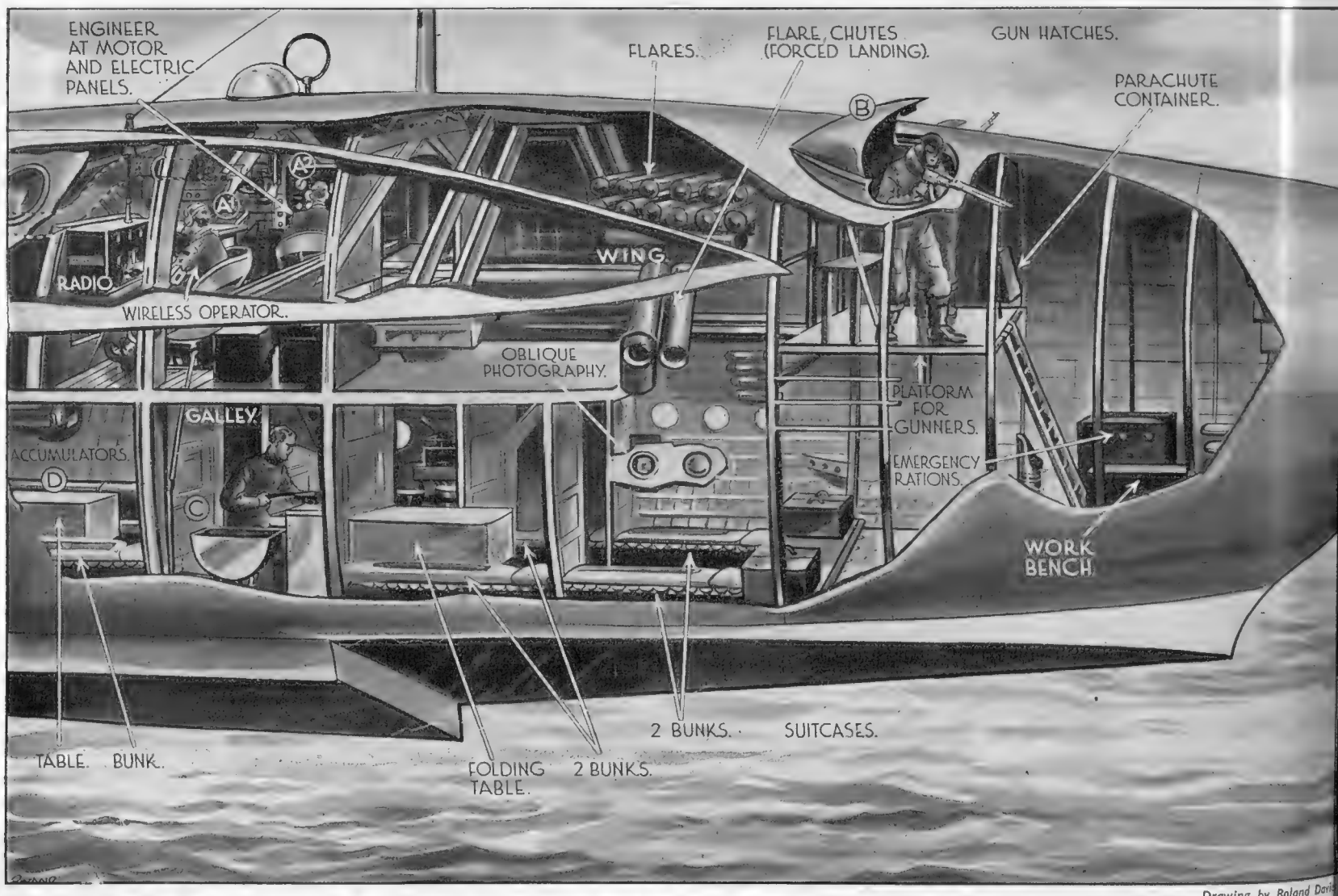
"Too many," said the pilot. "I can manage twenty. The rest can go in the other boat."

By means of an inflated rubber dinghy produced from a rear compartment of the large flying-boat, the sailors secured a lifeline, and then the dinghy was hauled to and fro. On each journey the rubber craft carried three men to safety.

Inside the deep hull of the Sunderlands the seamen found themselves in a strange new world. Smoking cigarettes and drinking mugs of hot tea, they explored this wonder of sky and sea that had flown many miles against strong winds to answer their S O S. They found everything as shipshape as in a man-o'-war. They made their way along the upper deck forward to the central control cabin, the heart of the boat, a wide compartment where two pilots sat side by side and the navigator and radio operator checked their logs. Dozing in his own seat was a mechanic. Going for'ard, they inspected the bomb-aimer's position and the four-gun Frazer Nash turret, like a miniature observatory perched among the clouds.

They descended the stairway to the lower deck, and found themselves in the mooring compartment, like the hold of a ship. On the starboard side of the stairs was the flying-boat's lavatory, on the port

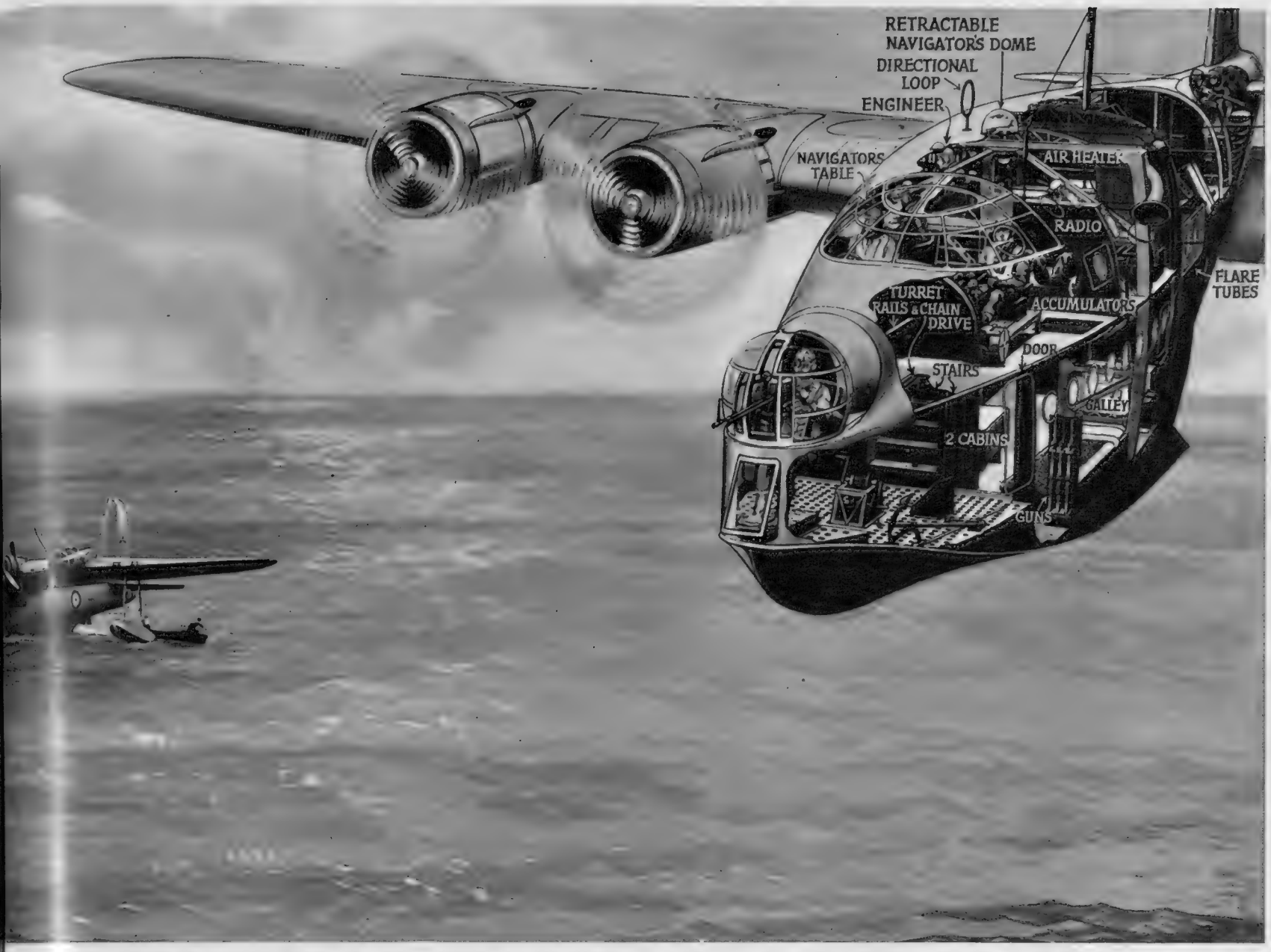
MEMBERS OF THE CREW OF A SHORT SUNDERLAND taking a rest in their bunks whilst on a 12-hours escort patrol over the Atlantic



Drawing by Roland Davis

HOW THE AMIDSHIPS SECTION OF THE SHORT SUNDERLAND IS BUILT UP, AND THE VARIOUS PURPOSES FOR WHICH EACH SECTION IS USED

Despite the great space available in the flying-boat, none of it is wasted. Everything is placed in the most appropriate position, and free movement for the crew within the hull is ensured. The Sunderland weighs nearly 14 tons empty and nearly 25 tons when fully loaded. During its long patrols over the Atlantic, the Sunderland is not afraid of tackling anything—from enemy submarine to aircraft: it is very strongly armed, and has power-operated gun turrets fore and aft and amidships: in addition, it carries a good bomb-load, flares, sea-markers, a collapsible dinghy and a work-bench—to say nothing of a real galley! Many of these aircraft are flown by crews made up entirely of Australians



Drawing by S. W. Clatworthy and H. P. Burton

THE FOUR-ENGINED FLYING-BOATS WHICH MAINTAIN A CEASELESS VIGIL IN THE ATLANTIC—HUNTING OUT ENEMY SUBMARINES AND CONVOYING THE MERCHANTMEN

The work of the Coastal Command in helping to keep open the trade routes to and from Britain is of the utmost importance, and many times have the huge flying-boats played a decisive part. There is the story of the *Kensington Court* told by Mr. Gribble in the accompanying article; there are others—many of them still to be told—of offensive and defensive action against the enemy. The Short Sunderland is (with the Saro Lerwick, illustrated in these pages a few weeks ago) amongst the world's best flying-boats. It can maintain a patrol of fifteen hours and cruise at a steady 180 m.p.h. This it does by virtue of its terrific load of petrol—1,500 gallons. A large crew is carried on board, and there is room for a very big number of passengers when necessary

side a gangway led to the officers' wardroom. They moved aft, and inspected the neat galley, where a meal was being cooked. Almost in awe they passed to the tail of the boat, and ducked into the bomb compartment, where death was stored in racks, and then passed into the snug quarters of the crew. Behind the crew's quarters they found yet another compartment, in which was a work-bench and racks of tools, stocks of flares, sea-markers, and the dinghy that had brought them aboard.

They explored the gun positions. The four-gun turret in the tail, similar to that in the bow, the staggered positions on the boat's broad back, and the position, just above the water-line, aft, through which guns could be trained directly downwards to rake an enemy below.

"And how long can you keep up here, over the sea?" asked one of the seamen, staring at the waves beneath them.

"We can maintain a fifteen-hour patrol," he was told, "and cruise at a steady 180 miles an hour."

"Must take a lot o' fuel," put in another.

"We carry just over 1,500 gallons of juice, and a service weight plus crew of over two tons."

"And how far does that mean in miles, chum?"

"We 've got a range of more than two thousand. Those four Bristol Pegasus engines of ours knock up thirty-two-hundred horse-power. But take a decko, sailor—land ahead!"

In such fashion those two Sunderland flying-boats made history by bringing back Captain Schofield and the crew of the *Kensington Court* in the early days of the war. News of the Sunderlands' feat thrilled Britishers all over the world. It was a sample of what the flying-boats, the Big Fellows of the Coastal Command, could do. To-day the Sunderlands are still scouring the ocean skies, fighting round by round the bitter Battle of the Atlantic. Wellingtons and Blenheims, Ansons and Hudsons fly with them in the Coastal Command, but the Sunderlands, with their long cruising range and their heavy armament, are still the battle-cruisers of the Atlantic skies, feared by U-boat commanders for their persistence and their fire-power.

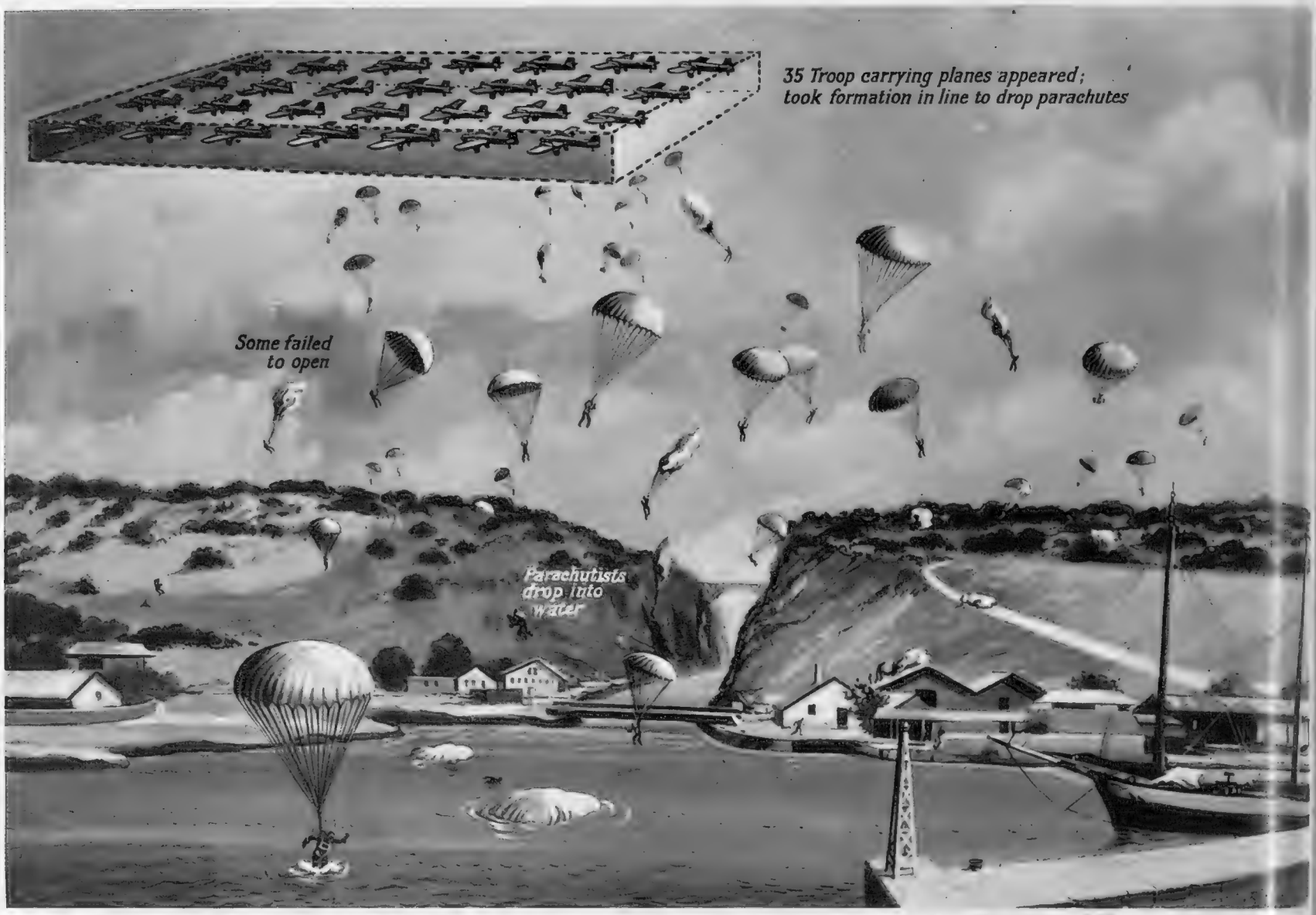
From Narvik to Bordeaux the Big Fellows keep their ceaseless vigil, flying in all weathers, performing daily miracles of endurance. Their pilots are now veterans with as many as 2,000 hours of operational flying during wartime—nearly equal to three months' flying by day and night, non-stop. Their observers are the largest consumers of film and photographic paper in the world. Their navigators are without question the world's finest.

Shortly before the war officers of the Royal Australian Air Force arrived in England to fly a number of Sunderlands to Australia. They were to form a unit in the new Pacific Defence Scheme, on which Air Marshal Sir Arthur Longmore had been working in 1938. But war came, and the R.A.A.F. officers remained to fly their Sunderlands in defence of the Old Country.

The crews of the Sunderlands are Empire crews. Men from Canada and New Zealand, Australians and Scots, Cockneys and South Africans, Irishmen and Newfoundlanders. With almost maternal care they take over the convoys beating eastwards and bring Britain's supply ships to port. They are the eyes of the Merchant Service, and often it is they who take vengeance on the pirates of the Great Circle sea-lanes.

THE CAPTAIN OF A SUNDERLAND INSTRUCTS THE CREW TO STAND BY READY FOR THE TAKE-OFF: The navigator is already at work plotting the course

THE FIRE-CONTROL OFFICER IN THE ASTRAL HATCH, on sighting an enemy aircraft, directs the machine-gunners by telephone, whilst the navigator continues his course-plotting



HOW THE GERMAN PARACHUTISTS SECURED CONTROL OF CORINTH DURING THE CLOSING STAGES OF THE GREEK CAMPAIGN: A DRAWING MADE FROM AN AUTHENTIC DESCRIPTION BY A BRITISH OFFICER EYE-WITNESS—*Drawing by Roland Davies*

A British major has given the best description of how the Germans literally descended upon Corinth and its famous canal. He himself only reached the embarkation port after fighting his way through more than 1,000 Nazi parachutists. "I saw thirty-five troop-carrying planes circling overhead," he said. "They flew down to a height of about 200 ft. Their hatches opened and the parachutists dropped out, fluttering like leaves to the ground at intervals of about 25 ft. From each machine came one man with a red parachute—presumably a section leader—and several with white parachutes." What followed next is shown in the drawing reproduced at the *bottom right* of these pages

THE EQUIPMENT OF A BRITISH PARACHUTIST: These two men, the last to enter the aircraft, will be the first to leave when it comes to the actual moment of going into action

ONE OF THE PARACHUTE TROOPS ABOUT TO LAND: The man is controlling his descent by pulling on the shrouds of the parachute; and he has raised his knees ready for the shock of landing, which can be considerable if inexpertly done

PARACHUTISTS in the GREEK CAMPAIGN

And Pictures of Our Own Parachutists in Training in Britain

BRITISH PARACHUTE TROOPS ACTUALLY LEAVING THE WHITLEY BOMBERS USED AS TROOP-CARRIERS IN THE TRAINING OF OUR NEWEST FIGHTING ARM

On right— HOW THE PARACHUTISTS LEAVE THE AIRCRAFT IN A STRAIGHT LINE—ONE AFTER THE OTHER

On left— PARACHUTE TROOPS ENTERING A PLANE TO PRACTISE LANDINGS DURING TRAINING

AFTER THE DROPPING OF THE PARACHUTISTS, THE NAZIS RUSH TO COLLECT THEIR EQUIPMENT AND ARMS FROM SEPARATE CONTAINERS DROPPED AT THE SAME TIME—*Drawing by Roland Davies*

After the troop-carrying planes had dropped their loads, "many parachutes failed to open. Their owners bounced, then lay still. Several aeroplanes flew off with half-open parachutes hanging to their "tail." So that it would seem that, when dropping from a low altitude, parachuting can be quite a hazardous business—especially when carried out under ruthless German orders. It was estimated by the British officer who witnessed the Corinth landings that it takes a parachutist a good five minutes to undo his harness, pull out his machine-gun, and go into action. Others who saw German parachutists fall say that each parachutist was followed by two smaller parachutes, carrying arms and ammunition and possibly a machine-gun. Many of the men dropped at Corinth fell into the canal and were drowned, but sufficient remained to carry out their allotted tasks. So far, in this war, Germany has received good service from her specially-trained parachute corps

U.S. SAILORS LOADING SUPPLIES ABOARD THE U.S.S. "IDAHO" AT THE NAVAL BASE AT HAMPTON ROADS, VIRGINIA

IN LOVELY HAWAII: BLUEJACKETS SIT DOWN TO LUNCH ON THE ISLAND OF HAWAII WHILST ON SHORE LEAVE DURING FLEET MANŒUVRES IN THE PACIFIC

THE MEN OF THE

How the Personnel of the

THE United States Navy has been attracting so much interest in Britain recently, particularly since the question of convoying the supply ships across the Atlantic has been to the fore, that most people in the country have a very fair idea of its material strength, but the personnel side is quite another matter and all too many laymen have a hazy idea that the lower deck is filled with foreigners or refugees from justice, who take every opportunity of deserting. Nothing could be further from the truth. No navy in the world picks and trains its men, both officers and ratings, with greater care than the American, and although the discipline is not of the same character as that in the British Navy, it is good.

Their manning scheme is, admittedly, entirely different from the British owing to the Constitution and national characteristics, while the history of the American Fleet has a big influence. The U.S. Navy was one of the first Federal organisations, after the idea of raising state fleets like state militias had proved quite impractical. In time of peace it was not always easy for the Federal Government to get the necessary contributions out of the individual states, and this trouble increased as the country developed towards the West.

One result of this difficulty over finance was that the Service was cut to the bone as soon as each emergency had passed, which was bad for the material side, but infinitely worse for the personnel. There was a slight revival in the '40's of last century, with the Mexican War and the acquisition of California. The Civil War in the '60's saw the U.S. Fleet manned principally by men coming in for the period of hostilities only, but as the Confederates had no navy to speak of it did not make very much difference. When the war was over the Navy went into eclipse again until it was revived with the famous White Squadron in the mid-'80's. In the meantime the authorities made great efforts to train and keep their officers in spite of spells of half-pay, when many of them were lent to other Government departments or took to writing or business. It was hopeless to do anything of the sort with the lower deck, and when they fought Spain in 1898 there were admittedly a large number of foreigners in the fleet, including many deserters from the Royal Navy.

After the Spanish War had been won the fleet would probably have declined again had it not been for President Theodore Roosevelt who, like his cousin the present President, had been Assistant Secretary of the Navy and was intensely enthusiastic about everything to do with sea service. His daring idea of leaving the American coast unprotected while he sent the battle fleet on a cruise round the world aroused public enthusiasm, widened the interest of officers and men and also revealed the weaknesses of the naval organisation which were rectified as quickly as possible.

When the U.S. Fleet was called upon to play its part in the late war there was a patriotic rush for enlistment. Magnificent work was done by the small craft, but the big ships were given no opportunity of showing the quality of their crews in the highly scientific work demanded by a fleet action. The public was delighted with the war record of the Navy, but the authorities were worried and realised that longer service and more intensive training were necessary.

As far as the regular officers were concerned there was very little to be done, only a modernisation of the principles of training and the natural development demanded by changed conditions. The U.S. Naval Academy at Annapolis, between Washington and the sea, had been founded in the '50's and is equivalent to our own R.N. College at Dartmouth and part of Greenwich combined. It has magnificent buildings on shore and money has never been stinted on its equipment and maintenance. The embryo officers who would be called cadets in Britain are midshipmen at Annapolis, but they do not perform the seagoing duties of the British midshipmen in peacetime, and they draw nearly £200 per annum pay, although they do not handle it all.

The conditions of entrance into Annapolis are designed to spread naval interest all over the country. The age of admission is between seventeen and twenty, by which time it is reckoned that a youth will have received a sound education and will have made up his mind as to what he wants to do with his life. The majority of them enter by nomination by the Senators or Congressmen of each state, but a certain number of nominations are at the disposal of the President himself and generally go to the sons of naval, military or marine officers. Quite a large number are reserved for very promising youngsters from the lower deck under twenty years of age, and any possibility of political influence is checked by the strictest possible standards for physical fitness and character.

At Annapolis the discipline is very strict indeed—far stricter than it is at Dartmouth. The training is very expensive to the U.S. Treasury, but it is regarded as well worth the money. Formerly there were a number of fathers who sent their sons to Annapolis for the sake of the discipline and training and then let them retire to go into business, but rhe law now is that no resignation will be accepted until the officer has served two years after graduation.

In addition to the line officers—executive and engineering—a few of the graduates take up their commissions in the U.S. Marine Corps and as paymasters or in the staff branches of the Navy, but the majority go to sea as ensign. He corresponds to the British Sub-Lieutenant, after which he is promoted to Lieutenant, Junior Grade (which has no counterpart in our Service), Lieutenant, Lieut.-Commander, Commander, Captain, Rear-Admiral, Vice-Admiral and Admiral. Formerly there was only one rank above Captain, the democratic "Flag Officer," and even now many of the senior ranks go with the appointment and the officers have to revert to their former rank when their job is finished.

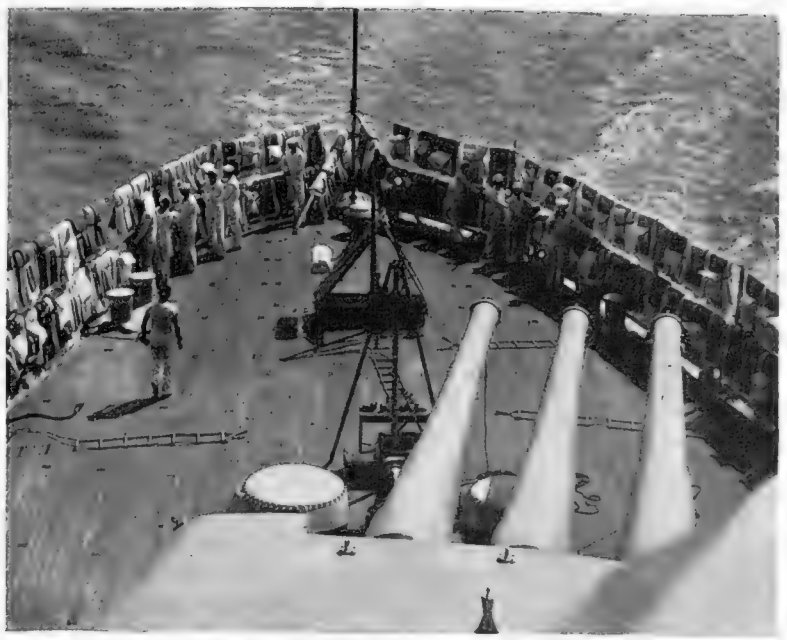
For the specialist officers—constructors, mechanical engineers, electrical engineers, ordnance engineers, and the like—there is a preliminary course at Annapolis after graduation, and they then go to one of the public universities, with spells in the dockyards, the arsenal at Indian Head, or other appropriate Government establishments. For staff work there is the Naval War College, one of the finest and most scientific in the world.

Although the American naval officer favours the cheerfulness of his British counterpart rather than the somewhat theatrical grimness of the German or Japanese, he can rank with any in the world and, although he is generally the best of good company

CAPTAIN OLAF N. HUSTVEDT, CAPTAIN OF THE NEW U.S. BATTLESHIP "NORTH CAROLINA"

U.S. CADETS LINED UP IN THEIR DRESS UNIFORMS FOR INSPECTION ON THE TRAINING-SHIP "ANNAPOLIS"

THE U.S. NAVY ASHORE: A PICTURE OF NAVAL RECRUITS IN THE MESS HALL AT HAMPTON ROADS, PRIOR TO THE FLEET'S DEPARTURE FOR THE PACIFIC COAST



"FREE AND EASY" ON THE U.S.S. "HOUSTON"—WASHING-DAY ON BOARD EN ROUTE FROM CHINWANGTAO TO HANKOW, IN CHINESE WATERS

UNITED STATES NAVY

Fleet are Recruited and Trained

and a thorough sportsman, he is tremendously keen and efficient.

The same care is taken with the selection and training of the lower-deck ratings, or "enlisted men" as the Americans call them. There is a wonderful tribute to the manner in which naval enthusiasm has been aroused in the United States in the fact that in an average year the Service accepts only 9 per cent. of the applicants who come forward. This does not mean that the standard of applicants is very low, and that only the dregs of the country volunteer for the Navy, but that the standard is exceptionally high. Quite a large proportion of the rejects would have been admitted into the Royal Navy in peacetime, when we pride ourselves on our standards, and probably 90 per cent. of them would have been accepted by the Americans at the end of last century.

The first requirements, put before the would-be recruit in print as soon as he enters the door, give the conditions without which he has no hope of entry. He must be a native-born or fully naturalised citizen of the United States, not less than eighteen or more than twenty-five years of age. He must be of good previous character and mentally qualified for a seaman's job. He must be not less than 5 ft. 4 ins. in height—the maximum of 6 ft. 4 ins. is not mentioned, but it is tolerably rigid—and of proportionate weight to his age and height. The regulations permit some slight elasticity in the measurements. Finally, the applicant must be unmarried on his first enlistment, and concealing the fact of his marriage is a serious offence. In the old days the Navy lost far too many useful men, on whose training a lot of money had been spent, when they found that naval pay in their early days did not meet home expenses and began to enlist political pull to secure their special discharge. The marriage ban does not, however, affect re-enlistment.

If the recruit can satisfy all these requirements he has a chance of being enlisted for a first period of six years, starting as an apprentice seaman at 21 dollars a month basic pay and undertaking any service which the Navy demands. He does not start in the stoker, or seaman or signalman branch as he would in the Royal Navy; after he has gone through his recruit's training his seniors take stock of him and decide which job will suit him best, with due weight to the fact that a man will generally do best in the job that he chooses himself.

But even the beginning, let alone the end, of his recruit's training is still a long way ahead. If he is under twenty-one years of age he has to produce the written consent of his parents or guardian. The authorities used to be rather slack over that, but in 1926 no less than 600 boys who had enlisted were claimed back by their families and they cost Uncle Sam an average of 300 dollars a head in uniform, fares, etc. Authentic evidence of age has to be given, a list of former employers, schoolmasters or two unimpeachable references, and finally a solemn declaration has to be made that he has no police record. Even the cinema-goer's familiar "ticket" for speeding, or parking on the wrong side of the street, has to be declared, although very minor misdemeanours of that sort do not debar a man. This police record is checked with the greatest care; since 1938 the applicant has had to submit to having his finger-prints taken and these are sent to the headquarters of the G-Men in Washington.

The authorities pay a good deal of attention to how the man will fit in with his messmates, in addition to how well he will do his particular job. That is one of the purposes of the careful investigation of home circumstances, and it has a good deal of influence on the medical examination, which is very strict. No man who bites his nails has more than the very faintest chance of getting into uniform; nail-biting suggests nerves which are not up to the Navy's standard and experience has proved that those who indulge in the habit are often of a fretful, quarrelsome disposition which does not make them good messmates or help to secure a happy ship. Men are also rejected for physical conditions which would make them the butt of the other seamen in the ship — hare lips, numerous moles or scars and other things which would not affect a bluejacket's efficiency.

The recruit's preliminary training takes place at one of the four big land-training stations. One is in New England, one in the South, one on the Great Lakes, and one in California. A good many are weeded out there, generally because they are temperamentally unsuitable for the Service, and their discharge carries with it no stigma.

Four months in the training school automatically promotes the apprentice seaman to Seaman, Second Class, or Fireman, Third Class, with his pay increased from 21 to 36 dollars a month. He already has a chance of expressing a preference for one of the specialist branches, with excellent pay, or of being reported as suitable for such a branch by his superiors. At the same time no effort is made to hurry his specialisation. He generally gets his first sea experience, in which he is regarded as being still under training for a good many months, in a battleship, and when he is reasonably well trained he is asked what type of ship he would prefer, although there is no assurance that his preference will carry any weight.

As in the British Navy, his training is going on all the time he is in the Service, with very particular attention paid to gunnery. Competition is everywhere, and the ship which does well is marked with a white "E" in the appropriate spot—on the side of the funnel if she has steamed particularly well or alongside the gun whose practice has been outstanding—for everybody to see.

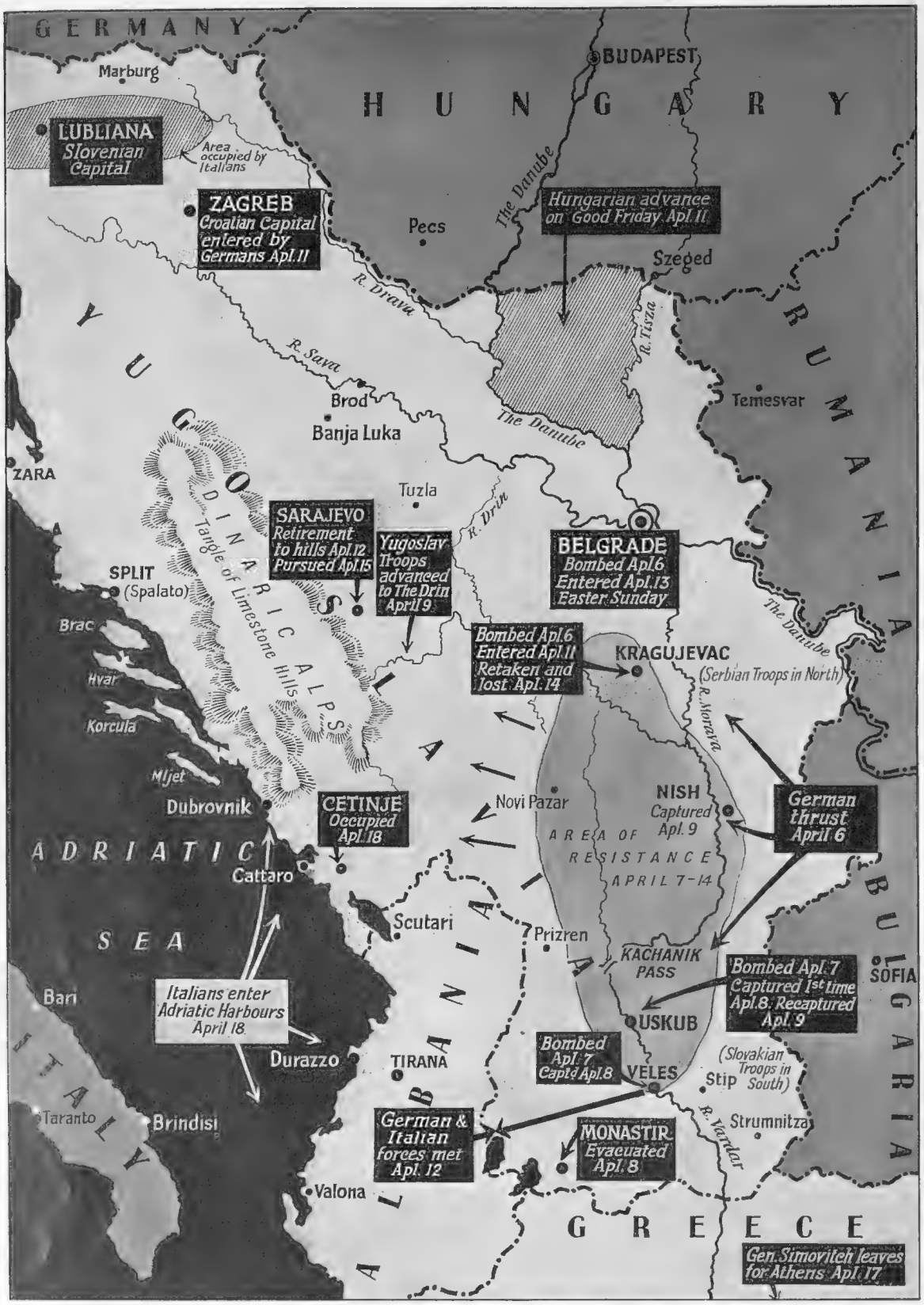
Although the first term of enlistment is six years, every effort is made to persuade satisfactory ratings to re-enlist for further terms, and each four years served gains a diagonal strip of braid on the left sleeve. These are invariably called "hash marks," and if they are in gold instead of cloth it means that the man has an absolutely first-class record. The ranks are very similar to those of the British Navy, except that there are more non-substantive ratings and instead of the Leading Seaman and Petty Officer the Americans have Third Class, Second Class, and First Class Petty Officers. Both pay and pensions are very good; the former is raised by a percentage every time the man re-enlists, quite apart from increases through promotion, while after thirty years' total service the latter amounts to three-quarters of his leaving-pay for life, with all permanent additions in full and an allowance in lieu of rations, quarters and fuel.

MIDSHIPMEN LEAVE FOR THEIR SUMMER CRUISE: GOING OUT BY LAUNCH TO THE BATTLESHIPS "NEW YORK," "TEXAS" AND "ARKANSAS"

A U.S. CADET LEARNS TO SHOOT THE SUN WITH A SEXTANT ON BOARD THE "ANNAPOLIS"

The MYSTERY of YUGOSLAVIA

What did Occur after the *Coup d'État* of March 27—Was the Army Properly Disposed at the Outbreak of War? What Occurred when the Triple German Thrust was Launched by Germany Against the Long Yugoslavian Frontier?



HOLLAND EFFECTIVELY RESISTED THE GERMANS FOR FOUR DAYS; YUGOSLAVIA FOR EIGHT: This specially compiled map shows where the main military resistance of the Yugoslav Army took place

This map has been drawn from all the items of information available at the present time. These show that the Yugoslav forces put up a real resistance to the invading German divisions within an area stretching from Veles in the south to Kragujevac in the north. This resistance continued from April 7 to the 14th, when the last fight took place in the extreme north of the area shown on the above map. Before the 14th, a retreat towards the hills had set in, fighting taking place during this operation. Monastir was evacuated, no fighting taking place at that historic town. The Germans pressed forward towards the Dinaric Alps—the mass of limestone hills in which the Yugoslav forces made their last stand until overcome by numbers and lack of supplies. Belgrade, bombed mercilessly on April 6, was not entered by the Germans until a week later. At the end of the operations, the Italians appeared upon the scene—advancing into Albanian and Dalmatian harbours when the Yugoslavian resistance had been broken by the German thrust

IN order to answer as far as possible what actually happened in Yugoslavia, it will be well to reconstruct the scene which immediately preceded the German onslaught, for here we are on the firm ground of well-ascertained news. Following this tragic prelude there ensued a period during which all direct news from the Yugoslav capital, from its military commanders and from any recognised correspondents in the country ceased altogether. It is only by correlating all the fragments of news from outlying centres that one is able to formulate any connected sequence of events.

It will be recalled that up to March 24 Yugoslavia seemed to be drifting into the iron grip of Nazi thraldom. There was strong evidence that the nation was divided on this policy, but there seemed no means of arresting the course which Prince Paul, the Regent, and his Ministers seemed determined to take. The fatal pact practically demanded by Germany was to be agreed to in spite of the fact that 10,000 telegrams reached Prince Paul begging him not to acquiesce in the Axis demands. An urgent note from Great Britain informing Yugoslavia that she could not condone her joining the Axis; the protest of the Serbian Patriarch, delivered personally to Prince Paul; the resignation of three Serbian Ministers; and the warning from Turkey, all seemed to have no effect.

On the evening of March 24 the Yugoslavian Prime Minister and Dr. Cinkar-Markovitch, the Foreign Minister, set out for Vienna, the pre-arranged meeting-place where the pact was to be signed. This was only accomplished by the placing of an armed guard of 250 at the station and armed parties at short intervals all the way to the frontier. The pact was signed in the presence of what must have seemed a sinister gathering, the representatives of Japan, Hungary, Rumania, Bulgaria, Slovakia and Yugoslavia ("the Six Burghers of Calais"), together with Ribbentrop and Ciano. The Führer himself withheld his presence, receiving the Yugoslav ministers at luncheon—a culminating ceremony marking the outward jubilation of Germany over the Allied defeat. An underlying nervousness was, however, evident, Ciano fidgeting with his hands and the Yugoslavian Prime Minister showing his agitation during his broadcast before his departure for Belgrade. A further return was made to the capital.

April 2.—It was evident that a period of immense strain had set in. Prince Paul's broadcast was cancelled. Popular protests were reported from many parts of the country. The streets of Belgrade were thronged with demonstrators demanding a change of Government. The police were called out, but were reluctant to take action against the demonstrators.

At 3 a.m. on the following morning a vital change in the situation occurred. General Simovitch, head of the Yugoslavian Air Force, with military colleagues, seized power, and invested young King Peter with full authority. Prince Paul was permitted to seek refuge outside Yugoslavia. Then came the problem of marshalling the country's armed forces—a problem which was hindered by the Croat demand for a settlement of its autonomy status.

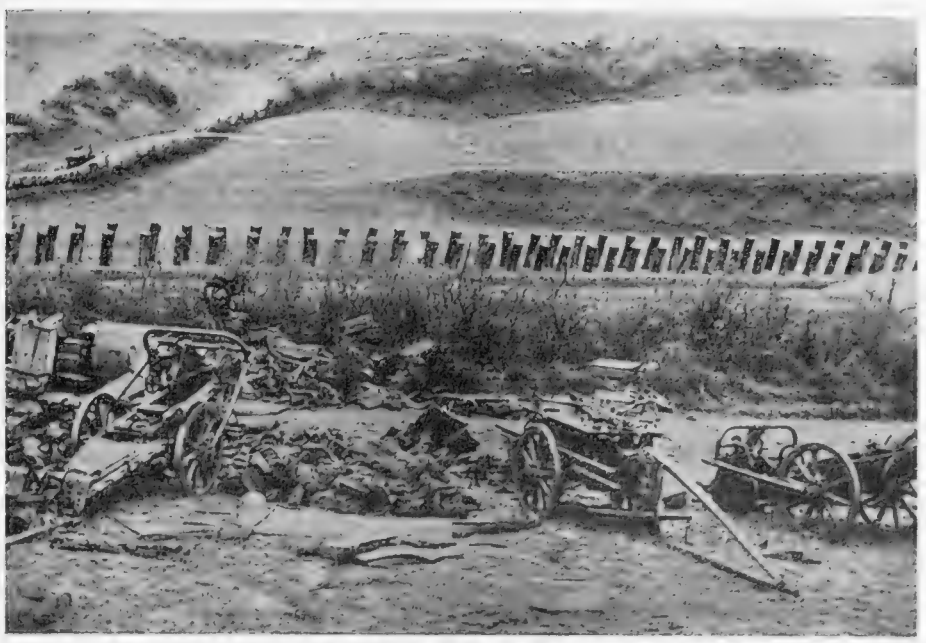
April 3.—This occupied several valuable days and was only settled on April 3, Dr. Matchek occupying the position of Vice-Premier. Germany, vastly chagrined at the nullification of her hopes of a peaceful entry into Yugoslavia, demanded ratification of the pact. General Simovitch answered in terms which were an evident playing for time. He had the problem before him of disposing the military forces of the country at strategic positions: no general plan of defence had been discussed with the Allies, and the Army was in many ways unprepared for its immediate task. Its small but efficient air force appears to have been in a state of readiness for combat. It had been stated that Serbian troops were found to be disposed in the north and Croatians in the south, for political reasons. A general exodus of German citizens took place in the next two or three days, Belgrade especially being denuded of these unwelcome gue

April 5.—While the Yugoslavian troops were marching to several positions, Germany announced on April 5 that the situation could not be worse—a sinister intimation which has usually heralded a military onslaught.

April 6.—It was so in this case, for on the following morning, April 6, at 7 a.m. an air attack on the Yugoslavian capital began and was continued with a ferocity which gave evidence of the Führer's intense chagrin at the position into which Yugoslavia had forced him. Although the imminence of an attack by Germany must have

THE YUGOSLAV QUISLING—DR. ANTE PAVELITCH: The reputed chief of the Croatian Ustachi (a Terrorist organisation), who is at the head of a new "Independent" Croat State. Pavelitch has been an exile in Italy since the assassination at Marseilles some years ago of King Alexander of Yugoslavia. The new State is now to have its own King in the person of the Duke of Spoleto

THE BOY-KING PETER OF YUGOSLAVIA AFTER THE COUP D'ÉTAT : In the presence of members of the Government the Patriarch Gavrilo administers the Oath to the King. After the German occupation of Yugoslavia the Patriarch was arrested by the invaders for the part he had taken in arousing the patriotism of his countrymen



"ABANDONED YUGOSLAV EQUIPMENT ON THE ALBANIAN FRONTIER": Guns and other war material left behind by the Yugoslav Army, with anti-tank traps in the background. A picture released by the Italian propaganda service

"AN ITALIAN MULE DETACHMENT PASSING THROUGH THE STREETS OF LUBLIANA, CAPITAL OF SLOVENIA": It is probable that Slovenia will be given to the Italians by their overlords, the Germans. Another picture from Italian sources. The "mules," incidentally, are the four-legged beasts

been clear to its informed citizens, the great bulk of them appeared to have been taken by surprise, and hundreds died in the streets during the first attack.

April 6.—It was evident, however, that the battle was on. Almost simultaneous thrusts were made at six points on the eastern frontier of Yugoslavia. At its south-eastern extremity German mechanised forces broke through by way of the Strumitza Valley into the southern tip of Serbia and thence by way of Lake Doiran to Salonika. Further north other forces pushed forward towards Uskub; still further north towards Nish, and to a certain extent towards Kragujevac.

April 7.—Uskub was raided from the air on Monday. All wires were down, and there were no communications with surrounding districts. Veles was bombed the same day. Its bridges were set on fire, although no troops were in the town at the time.

April 8.—On the following day, April 8, Monastir was evacuated by its force of military police with instructions to surrender the place to the Germans. A correspondent who passed through Monastir at the time says the forces he encountered appeared to be in good fettle but lacking in anti-tank and A.-A. guns.

In the meantime the small Yugoslavian air force had made a brilliant onslaught on the German bombers who were attacking Belgrade, and while they lasted took a gratifyingly large toll of the enemy bombers. The Belgrade wireless, which had been off the air, returned. The young King was with difficulty making his way south, his brave Proclamation still ringing in the ears of all patriotic Yugoslavians.

April 8.—On Tuesday German forces captured, for the first time, Uskub. Veles was captured at almost the same moment.

April 9.—On Wednesday the Germans were brilliantly counter-attacked and Uskub was recaptured by General Simovitch's forces. Other troops had crossed the Albanian frontiers and had passed the River Drin. Whether they ever reached Durazzo is uncertain.

The Germans continued to mass troops into the Morava Valley, the best fighting area for Yugoslavia, for it has easy access to north and south. Nish was captured after a struggle.

April 10.—Throughout Thursday, the 10th, the Yugoslav forces, in spite of the enemy's ascendancy in the air, and in the use of tanks and motorised units, continued to put up a resistance which slowed down the several thrusts of the German forces. It is clear that the main area of fighting was bounded by Veles on the south to Kragujevac on the north. It is within this area the Balkan forces put up a respectable resistance in the face of tremendous odds.

When Good Friday (April 11) dawned the Germans had advanced northwards to Kragujevac. From a northerly direction Zagreb, the Croatian capital, was entered by enemy troops without resistance, whereas farther south, in the Morava region, a strong fight was put up by the Serbian troops. The thoughts of the Croats apparently were upon political expansion, let it come from what quarter it would. There is no evidence that they showed any desire to put up any kind of fight against the Hitler divisions. Hungary chose to desecrate this Good Friday with a military advance into the triangle bordered by the Tisza and the Drave, granted to her by Germany—the payment of her acquiescence. On the following day, Saturday, the 12th, the German and Italian forces claimed to have come into touch with one another in Albania, and under the persisting German pressure the Yugoslav forces had to retire into the tangled mass of hill country which lay between them and the Adriatic coast.

It was on Easter Sunday, April 13, that one learnt that these same forces had been told to operate each on its own—an eloquent testimony to the fact that the Yugoslav communications had broken down. They had for a time, it would appear, operated within the lozenge-shaped area already defined. Belgrade was entered by the enemy, but in one region to the south resistance continued, for we hear that on Monday, the 14th, Kragujevac was taken and lost again. The Germans pursued the retiring armies into the hills. Some resistance was offered round Mostar, but that appears to mark the end. Sarajevo was occupied by German mechanised columns on Wednesday, 16th, and on the following day the Yugoslav Army laid down its arms; General Simovitch, its commander, arrived at Athens. Some Italian forces proceeded to occupy harbours and towns on the Adriatic shore: these included Dubrovnik, Cattaro, and Split (Spalato).

On Saturday, April 19, the military occupation of the country having been completed, the partition of Yugoslavia at once began. From north to south the country was sliced into a number of pieces which were flung as sops to Italy, Hungary and Bulgaria. Croatia was granted a so-called independence under a puppet Government, with a Quisling ready to hand in Pavelitch, who had been concerned in the murder of King Alexander. The Batchka district lying between the Hungarian frontier and Belgrade has been given to Hungary, while Italy claims the Dalmatian coast and hopes to obtain Montenegro. Slovenia, bordering upon Austria, with the towns of Lubliana and Maribor, is being held by Germany, and is likely to be fully incorporated into the Reich.

There is some possibility that Hitler will also command the Vardar Valley down to Salonika. Bulgaria is to be given Serbian Macedonia for permitting occupation of her country. Lastly, Hungary is said to be promised a corridor to Susak, enabling her to become a naval power again.

Though German forces entered Belgrade and did some looting there, they did not stay long, as the condition of the city, without electricity or water, made it unpleasant for the victorious troops. Only a small garrison was left to see that all the citizens between the ages of sixteen and sixty were busy at clearing away the débris caused by the merciless bombing. Yugoslavia has paid a heavy price for her refusal to be cowed into acquiescence with the Axis will, but in the words of Mr. Churchill, "they have saved the future."

THE ATTACK UPON YUGOSLAVIA ON LAND

Monday, April 7.—Fighting within the resistance area grows in intensity. Fighting in Maravo Valley

Tuesday, April 8.—Uskub captured by Germans. Desperate fighting at Kachanik Pass

Wednesday, April 9.—Uskub recaptured and lost again. Nish captured by Germans

Thursday, April 10.—Resistance within lozenge-shaped area continues

Friday, April 11.—*Good Friday.* Save reached by Germans. Zagreb entered by Germans. Advance to Kragujevac. Hungary advanced into Tisza area

Saturday, April 12.—German and Italian forces claimed to have joined hands in Albania. Yugoslav forces resisting in hills (Dinaric Alps)

Sunday, April 13.—Germans entered Belgrade. Yugoslav forces told to operate individually—resistance continued

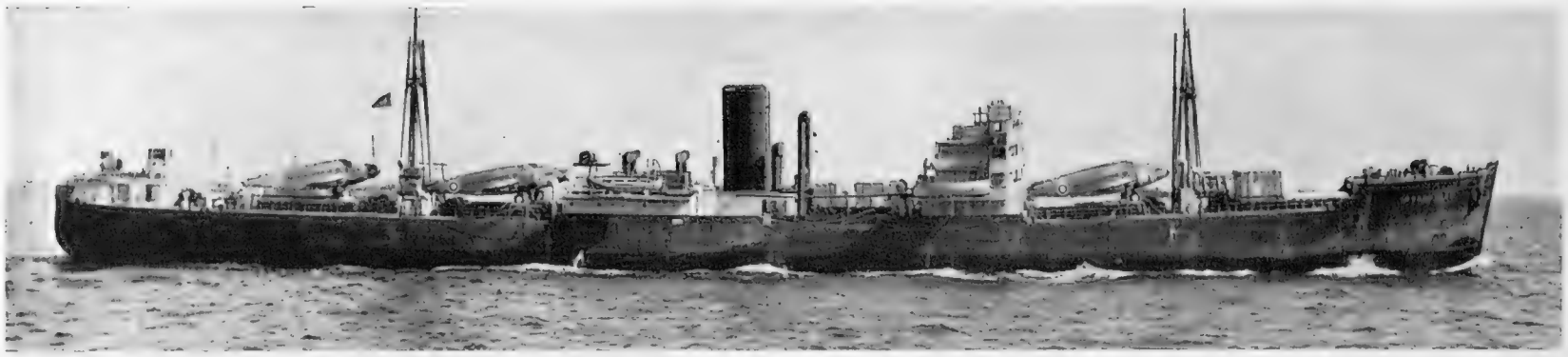
Monday, April 14.—Kragujevac retaken and lost again to the Germans. Last day of organised resistance in main area

Tuesday, April 15.—Germans pursuing Yugoslav forces—some resistance round Mostar. Bulgaria broke off relations with Serbia

Wednesday, April 16.—Split (Spalato) entered by Italians. Sarajevo entered

Thursday, April 17.—Yugoslav forces lay down their arms. General Simovitch arrived at Athens

Friday, April 18.—Italians enter Dubrovnic (Ragusa), Kotor (Cattaro) and Cetinje. Fighting, according to enemy communiques, comes to an end



HOW AMERICAN AIRCRAFT ARE BROUGHT TO BRITAIN BY SEA : A CARGO SHIP, ON THE VOYAGE OVER, PACKED WITH AIRCRAFT. This picture was taken from the deck of an ex-American destroyer which formed part of the escort convoying the merchantmen across the Atlantic

A convoy, escorted by British destroyers, has just reached this country from America. It included tankers laden with oil, cargo ships laden with planes, food vessels, and others. The convoy had been escorted, amongst other vessels, by two ex-American destroyers and a Free French light cruiser. Its safe arrival denoted another quiet, unspectacular victory typical of those being won every day in the Battle of the Atlantic

A CLOWN TAKES THE AIR : Painted on the nose of a heavy bomber, this clown has flown over Germany, including Berlin, many times. His gesture indicates what he thinks of the *flak* and the searchlights

SCORES OF BRITISH AIRMEN BEING PREPARED FOR A RAID ON BERLIN : During the past nights of full moon, our bombers have been very active over Germany. This picture was taken at a Night Bomber Station immediately before the crews left on their moonlight trip. The Squadron Commander is addressing pilots and crews before they were "briefed"

A GIFT TO BRITAIN BY AMERICA MECHANICS : A Hudson aircraft, name the "Spirit of Lockheed-Vega Employees," has been presented by workmen of the United States to the R.A.F. It was paid for in money and time by the men who are actually engaged in the building of these fine aircraft. It was flown across the Atlantic and is now in service with the Coastal Command

THE WAR IN THE AIR

THE OZARD OF WHIZ : This weird creature has been adopted by one of our heavy bomber squadrons for its unofficial crest. The Ozard has been painted on the nose of all the aircraft in the squadron

DUNLOP SERVICE TO THE COUNTRY AND INDUSTRY

DUNLOP SERVES *Agriculture*

Agriculture—the Nation's "life-line"—is being served increasingly by the Dunlop organisation—whose specialised agricultural products are contributing greatly to the country's drive to plough more land and grow more food.

Tractor tyres, belts for threshing machines, pneumatic tyres, for horse-drawn vehicles—rubber boots for land-workers—*all are produced in specialised Dunlop factories*—controlled by experts and staffed by craftsmen. It is this policy of specialisation which ensures Dunlop supremacy in the various fields of manufacture in which the great organisation is engaged.

DUNLOP

IS WORLD-WIDE IN ITS ACTIVITIES AND SERVICE

☆ DUNLOP RUBBER COMPANY LIMITED

TYRES, WHEELS, RIMS AND ACCESSORIES
RAINWEAR AND SPORTSWEAR
FOOTWEAR
INDUSTRIAL AND DOMESTIC RUBBER PRODUCTS
DUNLOPILLO CUSHIONING
SPORTS GOODS

World-wide Reputation for Wonderful Quality

WELCOME ALWAYS — KEEP IT HANDY

GRANT'S

MORELLA

CHERRY BRANDY

Established for over a century and Exported to all parts of the British Empire

The World-Famous

PENNSYLVANIA

LAWN MOWER

Universally recognised as the standard by which all other side-wheel mowers are measured.

Its reputation for perfect work, easy cutting and long service has been acquired solely on merit.

DHB

Lloyds

LLOYDS & CO. (Letchworth) LTD.
Pennsylvania Works,
Letchworth, England

FOR BETTER SHAVES!

"WARDONIA" BLADES

Retail in England at
Small Packet - 1/-
Large Packet - 2/6
Plus Purchase Tax.
Write for Export Terms NOW!

FIT ALL 3-PEG RAZORS

Ask for them at N.A.A.F.I.

Sole Makers: THOMAS WARD & SONS, LTD., Wardonia Works, Sheffield, England.

BY APPOINTMENT TO H.M. KING GEORGE VI

Gaymer's CYDER

REG° TRADE MARK

The production of Cyder of pronounced Champagne type, choice bouquet, brilliant sparkling condition, and regular quality, is considered by experts to be even more difficult, and to necessitate more careful control, than the manufacture of most grades of grape wine. In England, especially, the making of high-grade Cyders now constitutes an important industry.

GAYMER'S SPARKLING ENGLISH CYDER IS SHIPPED TO ALL PARTS OF THE WORLD
NAME OF NEAREST STOCKIST ON APPLICATION TO ATTLEBOROUGH, NORFOLK, ENGLAND

FOR COOKING AND DRINKING

An Essential Household Store

OXO CUBE

—THERE'S NOTHING LIKE OXO!

The Rangoon Boat Club, Burma, erected in 1923, is a typical example of where Solignum Wood Preserving Stain has been used to preserve all the woodwork against Rot, Decay and the ravages of White Ants. A continuous testimony to the preservative powers of Solignum.

THE POLICY OF EXPORT TRADE

An Expedient Which Gains Us Revenue, Prestige and Prosperity

Some Notes on the Great Opportunity Which the Present Blockade of Europe is Offering to the British Exporter

By JOHN BROPHY

IT is notoriously difficult for soldiers in the heat and dust of battle to appreciate the outlook of the generals who control the battle. This is a totalitarian war, and the whole British population, men, women and children, is under fire. Therefore we are, all of us, soldiers in battle.

Yet even in these difficult circumstances some must strive to attain the detachment, the sense of proportion, the foresight and the wise use of resources which mark a good general. I am referring especially to those in a position to direct the production and sale of manufactured goods.

Theirs is never an easy task, and nowadays a thousand obstructions and complications have sprung up to make it even more difficult. It is not surprising that, harassed and overworked, they tend to devote all their time and attention to problems coming immediately to hand. Almost subconsciously they are driven by the circumstances of war to adopt a narrow outlook, a short-sighted policy.

Yet if they are to serve the best interests of the country—and in both the long and short run, their own best interests—they must widen their horizons. In particular, they must give not merely casual and intermittent but constant attention to export trade.

As a general principle it is everywhere agreed that the nation should export to its utmost capacity—limited only by shipping space available and the needs of the war effort. We must export for three good reasons: to get revenue; to demonstrate to the whole world that our industries and commerce are not and cannot be seriously injured by the enemy's onslaughts, and to lay the foundations for a vast increase of export trade after the war is won.

The trouble is that while these arguments receive general approval, given in perfect sincerity, they are apt to be thrust aside and forgotten in the hurry and scurry of fulfilling the orders in hand, the orders which are perhaps easier to come by than those from overseas.

What is needed, as a vital part of our national wartime effort, is for everyone able to direct the flow of production and supply, in however small a way, to apply the principle he subscribes to, and apply it day by day, week by week, this month, next month, and all the months that follow.

Co-operative enterprises are not always systematic. They do not necessarily proceed from a central organisation. Perhaps they are more likely to be successful if they arise spontaneously from a large number of individuals each firmly resolved to play his part. It is up to the directors, the production managers and sales managers of this country to put new life and energy into our export trade. If each man will vitalise his own little corner, the combined effect will probably astonish everyone—including Hitler.

An increase of export trade cannot be brought about by passing resolutions. Nor is passive resistance—making the best of difficult conditions—likely to be of much avail. The men who know their own products in every stage of their progress from raw materials to delivery into the consumer's hands must put that knowledge to new uses. They must find new markets and reopen old markets. They must study the specialised local variations of these markets. They must be ready to adapt their products to the idiosyncrasies of new consumers. They must be ready to make new products.

None of these problems are easy, especially in wartime. But the expert knowledge is there, and once the will and determination to export on an increased scale is awakened, once the expert knowledge is turned on with full power to these problems, the improbable will become the possible, and the possible swiftly changed into the actual. We already possess a good and lively export trade: the need is not to create something out of nothing, but to expand a useful volume into a handsome one, to put more engines into gear, to transform what is good into what is excellent.

The general position, as I understand it, is that heavy goods, and the products of large enterprises, are being exported on a satisfactory scale. There should, however, be no letting up of effort here. But in addition there are all kinds of British products, from tin tacks to kitchen accessories, from toothbrushes to fountain pens, which could without much difficulty be exported in larger volume by numerous firms who at present either do not export at all or are content to keep their export departments subdued and subordinate.

Europe is more or less a closed market at present. And restrictions on spending are likely to constrict home consumption still further. All the more reason, therefore, for the manufacturer to look abroad, where he will find four continents (five, if we count South America separately) which can no longer obtain goods from Germany or the countries Germany controls.

The opportunity, once it is realised and applied by the individual to his own particular organisation, is vast and encouraging. It is true that export has its own snags and technical problems to be mastered. It is true that there are many governmental restrictions in wartime, regulations to be studied, forms to be filled up. But in export, as in everything else, where there is a will there is a way. Difficulties that look like mountainous entanglements at first sight are apt to diminish and smooth out as they become familiar.

Again, generally speaking, at the other end of the line, in the overseas countries which provide these waiting markets, there will be found an immense amount of goodwill. The British fight against the dictators has strengthened many old friendships and aroused many new sympathies. Those with the enterprise and drive to seek new markets for their products will find ready customers in distant countries where British standards are more respected than ever before. Especially, of course, markets should be sought in the Empire and the United States of America, for it is to the English-speaking countries that victory will rightly bring not the domination but the leadership of the post-war world.

BIDS FOR A MONTAGUE DAWSON PAINTING INVITED

MR. MONTAGUE DAWSON'S paintings of the sea are well known to all readers of this journal. One of his fine canvases has now been presented by THE SPHERE to a famous Children's Hospital, and is being offered for sale.

This original oil-painting, showing picturesque native craft entering Malta Harbour, has been handsomely framed and measures about 2 ft. 6 ins. by 2 ft. Readers who would like to own this painting should make their bid direct to the Secretary, the Hospital for Sick Children, Great Ormond Street, London, S.W.1. The Hospital needs funds even more urgently since it was bombed.

Famous QUEENS

9th Queen's Royal Lancers

This famous Regiment dates from Queen Anne. Disbanded at the Peace of Utrecht. Restored in 1715 as Wynne's Dragoons. Converted into Light Dragoons in 1783. Equipped as Lancers 1816. The regiment attracted the notice of William IV and Queen Adelaide in 1830 who ordered it to be called the 9th or Queen's Lancers and later the 9th or Queen's Royal Lancers.

HIGHLAND QUEEN

GRAND LIQUEUR SCOTCH WHISKY

attracts particular notice because of its outstanding quality mellowed by age, and its distinction among well known whiskies for being the carefully blended product of the largest independent distilleries in Scotland.

MACDONALD & MUIR LTD., LEITH, EDINBURGH; also GLASGOW and LONDON

A LIVING IMAGE in oils, size 20 x 30 ins., painted by a leading artist from any photograph. Fees from **10 gns.** Complete satisfaction assured. Write or phone appointment to inspect typical work. Box "Artist," Greenwood Advertising, 4/7 Salisbury Court, Fleet Street. Cent. 8276-7-8.

STOP THAT COLD WITH VAPEX

From your Chemist 2/3 & 3/4 including Purchase Tax

THOMAS KERFOOT & CO. LTD

V204

THE NATION CANNOT AFFORD COLDS

Achieve Lissom Grace and Perfect Health in AERTEX Corsetry

Keep on buying Savings Certificates

Steady increase in Value

•

Free of Income Tax

★ ★ ★ ALL CHEMISTS SELL

RENDELLS

FOR FEMININE HYGIENE PRODUCTS

APPROVED BY DOCTORS ★ FAMOUS SINCE 1885

If you wish, write to NURSE DREW, VICTORIA HOUSE, SOUTHAMPTON ROW, LONDON, W.C.1.

and now

'Konerays' made up in YOUR OWN MATERIALS

HERE is a new and special service offering you genuine "KONERAY" Pleated Skirts in suitable materials you have chosen and bought yourself. Simply bring 1⅞ yds. of 54-in. cloth (if over 42-in. hips, please add ⅛-yd. for every extra 2 ins.) to your nearest "GOR-RAY" SKIRT AGENT. Within a reasonable period you will have your personal made-to-measure, fashionable length "KONERAY," complete with those incomparable graduated knife-edge pleats all round which taper off so intriguingly into a slim-fitting hip-line. Price? One Guinea ONLY.

Issued by C. STILLITZ
Leamington Spa, Warwickshire

"Koneray" PATENT PENDING

GOR-RAY PLEATED SKIRTS

The World of Books—By Vernon Fane

THIS WEEK'S RECOMMENDED READING

A Treasury of Letters; The Fabulous Woolworth; The Bali Lotus-Eaters; Nelson's Hearts of Oak; Two Women Novelists on the War

OF all forms of writing, the letter is, perhaps, the most individual, and certainly the most revelatory. This is more apparent in modern times, when biography so often takes the form of a Life and Letters. In the more spacious and leisured years before the telegraph and telephone speeded up social life, men and women of culture were apt to regard seriously the art of letter-writing. Yet even in this mechanical age it flourishes strongly, as can be seen from **A TREASURY OF THE WORLD'S GREAT LETTERS,** compiled by M. Lincoln Schuster (Heinemann. 12s. 6d.).

Mr. Schuster confesses to tracking down and hoarding the great letters of history since he was a boy, and this interesting and at times fascinating collection is the result of a hobby which became a serious task. The book spans twenty centuries, from Alexander the Great to St. Paul, down to the present day.

From Alexander's exchange of defiance with King Darius, from Diogenes declining to render a command performance for Alexander, to the dawn of Christianity, with the Epistles of St. Paul, through the letters of Roman Emperors, to those of Christopher Columbus, to the period of the Renaissance through the eyes of Leonardo da Vinci and Michael Angelo and so on, down through the ages. Each letter is annotated by a short biographical note, and by an epilogue on the historical consequences of the communication itself.

There are some notable omissions as well as some surprising inclusions. The book may be less of a treasury because of that, but nevertheless it is an extraordinarily interesting compilation.

Another American book, this time a biography, is **FIVE AND TEN,** by John K. Winkler (Robert Hale. 12s. 6d.), described as "the fabulous life of F. W. Woolworth." In spite of the sub-title, there is nothing fabulous about Woolworth's life. He first thought of the fixed-price idea when he was twenty-seven; opened a five-cent store and failed. How he succeeded is plain for all the world to see, and this is the account of it.

He became the American millionaire of legend: vain, arrogant, ostentatious, building fantastic and palatial mansions on Fifth Avenue and Long Island, and filling them with even more fantastic collections of costly incongruities. He set out to build the tallest skyscraper in the world, and in it fitted himself with an office modelled upon Napoleon's Empire Room. It is the story of an extraordinary personality, a mixture of vanity, vain-glory, ruthlessness, shrewdness and business acumen.

Johan Fabricius, whose novels are already well known to the English public, was born in the Dutch East Indies, so that it is not surprising that **NO RETURN FROM BALI** (Collins. 8s.) should have the authentic touch. Mr. Fabricius does not depart from the conventional form imposed upon him by the novel, but at the same time manages to convey something of the yearning which seizes some Occidental people, inducing them to try and go native. That they nearly always fail, and for deep reasons, is the real theme of this story.

It is, of course, the artist who is looking for a haven and a refuge; for stimulus and for inspiration. He finds another artist, already at the end of his tether, from whom he takes over. But in spite of the title, Bali proves too much for him as well, and he must escape from that with which his spirit is so sorely tried and tormented. It is a novel having a deep, psychological meaning, and at the same time enriched with some very fine descriptions of Balinese life.

To China, in a novel of war, strife and action, we go with Mr. C. S. Archer in **HANKOW RETURN** (Collins. 9s. 6d.). It is the story of a young American airman who enlists to fight for the Chinese and leads a squadron against the Japanese bombers in their attack on Hankow. The aerial fighting has an authentic ring, and lacks nothing of its excitements, but the hero is thereafter caught in a series of adventures in dope-smuggling, gun- and ammunition-running, Nazi agents, dud bombs and all the rest of it. And then there is the love interest in the shape of a spoiled beauty who brings little but trouble in her wake.

It is all very fast and exciting, and the air exploits have an interest for those who are gathering first-hand experience of the business end of air raids.

HEART OF OAK, by R. W. Daly (Peter Davies. 9s. 6d.), is a robust story of the sea and the exploits of the Royal Navy at the time of Nelson and Collingwood. The hero is a young Irishman, having no particular regard for England, but with plenty of will to fight and to seek adventure. He allows himself to be commissioned as a midshipman, and during the course of an adventurous career takes part in many of the most famous sea battles of those days.

In spite of friends in high places, he was too turbulent a character to achieve high rank in the Royal Navy, but after Trafalgar he set sail for America, and on a new kind of adventure and perhaps a happier one.

Two books by well-known novelists have one thing in common—that is, the reactions of sensitive natures to the war. Both of them are by women.

FORMIDABLE TO TYRANTS (Faber and Faber. 7s. 6d.) was written by Miss Phyllis Bottome principally for American consumption, and because of that it has, in one reader's eyes at least, an added value. Few English writers know and understand America as well as Miss Bottome, and still fewer, be they English or American, would have so courageously set down the balance of true feeling on both sides of the Atlantic at the time when this book was being written.

Of the quality of Miss Bottome's writing there can be no question. It has a sensitive pliability which makes her points, whether of description or whether of finer argument, worthy of the closest attention. From such sensitive souls as this comes a true understanding of the inevitability with which the English-speaking races of the world are being drawn together on the same battle fronts and for the same cause. Miss Bottome believes to the depths of her brave spirit that the Anglo-Saxon race, which is in love with life, will prevail against the German nation, which, as Clemenceau once said, is in love with death. In this book there are some unforgettable vignettes of wartime England, but for readers over here there are some very interesting and, indeed, instructive sidelights on the perplexities of the slow but sure march of America towards her proper place in the common front.

In **FOR MY ENEMY DAUGHTER** (Gollancz. 8s. 6d.), Miss Leonora Eyles throws a poignant personal situation against the background of war. As the title suggests, it is addressed to her daughter who, married to an Italian in Rome, became, on the day of Mussolini's treachery, officially an enemy alien. The personal tragedy is symbolical of the senseless wickedness of a conflict in which thousands of people all over the world are thrust into mortal combat.

Supported by a running commentary on the progress of the war, and of conditions as she observes them, Miss Eyles sets out to examine its causes, to deny its inevitability and to point the way to a form of social and political life from which this omnipresent horror will for ever be banished. She goes very deeply into the subject, but does so in the plainest and simplest of language.

Smokers' 'Fur'

How to detect it—How to prevent it

Try this now. Run your tongue round your mouth—do you notice it . . . a rough woolly feeling? Smokers' fur has got a hold, and is staining your teeth. But don't worry, you can stop this fur from ruining the look of your teeth.

Dentists know smokers' fur is caused by excess acid in the mouth. Kill the acid and you shift the fur. What is the scientific way to destroy mouth acid? 12,000 dentists say 'Milk of Magnesia' brand antacid is the most effective antacid known. They recommend smokers to use the tooth-paste containing 'Milk of Magnesia'—the only tooth-paste containing it—Phillips' Dental Magnesia.

Commence fighting mouth acid to-night. Get a tube of Phillips' Dental Magnesia and clean your teeth with it each night and morning. Then you 'll feel the difference; no more morning mouth; no more stale breath. Instead you 'll have teeth which look clean, feel clean, are clean; a sweet mouth to give new zest to smoking. A mouth that will say Good morning! and mean it.

7½d., 1/1 and 1/10½d. (including Purchase Tax) Sold everywhere.

Phillips' Dental Magnesia

★ *'Milk of Magnesia' is the trade mark of Phillips' preparation of Magnesia.*

And Now Comes

BRITISH AIR FORCES!

Published by THE ILLUSTRATED LONDON NEWS

A magnificent publication, uniform with the now famous "British Warships," giving in panoramic form every aeroplane (except for those still on the Secret List) now in the Royal Air Force and the Fleet Air Arm. In addition are given the types that come from the United States of America to supplement those of British make in the air services of the Empire.

Also you will find interesting material such as the chief types of German and Italian aircraft used against us, and other items dealing with the war in the air.

DOUBLE PAGE REPRODUCTIONS of the

Spitfire	*Blenheim Mark IV*
Defiant	*Wellington Mark III*
Hurricane	*Whitley IV*
Hampden	*Sunderland*
Fulmar	

DIAGRAMS, explaining details of the

Hurricane	*Whitley IV*
Blenheim IV	*Defiant*
Spitfire	*Wellington Mark III*

ALSO more than forty other aircraft illustrated

"BRITISH AIR FORCES" is bound in a blue imitation leather cover, size 19 inches by 12½ inches deep. All of the magnificent illustrations are printed by the photogravure process. Obtainable from the Publisher, "The Illustrated London News," Commonwealth House, One New Oxford Street, London, W.C.1.

Price 3/6 each

By post, Inland and Foreign, 4/-

A Best Seller and the Critics

KING GEORGE V

by JOHN GORE

SECOND LARGE PRINTING

"A first-rate biography." (Scotsman.)

"One of the best Royal biographies of recent years." (News Chronicle.)

"Hard to believe that any later biography will alter this personal estimate." (Glasgow Herald.)

"Masterly skill." (Manchester Guardian.)

"Successive generations will turn to his book with profit and pleasure." (Observer.)

"Passes the highest of all tests of biography." (Sunday Times.)

"Deft and never dull." (Birmingham Post.)

"Memorable and distinguished picture." (Times.)

"A model of its kind." (Lady.)

"I have read nowhere a more human picture of a king." (Sir Hugh Walpole.)

John Murray .. .. 18s. net

THE SPHERE IN WARTIME

OWING to the paper shortage it is essential to place a standing order with your newsagent to make sure of getting your copy of THE SPHERE each week.

By a Paper Control Order, the output of British paper is drastically restricted and all publications are compelled to exercise the strictest economy and in future no periodicals can now be stocked for casual sale. It is therefore imperative to place an order for your copy each week.

Those desiring to have THE SPHERE sent to friends in neutral countries should send a subscription to The Publisher, Illustrated Newspapers, Ltd., Commonwealth House, 1, New Oxford Street, London, W.C.1.

12 months: Inland and Foreign £3 16 6
Canada and Newfoundland - £3 14 4
6 months: Inland and Foreign £1 19 8
Canada and Newfoundland - £1 18 7

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, MAY 24, 1941. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

In Quest of Good Hotels

By ASHLEY COURTENAY

THERE are some hotels for which there are no substitutes, and the Canford Cliffs at Bournemouth, no longer available, was one such. Unique in its presentation (it conveyed the impression of an Englishman's country home), its position was exceptional, and there will be thousands who will miss the vistas through the pines of the blue waters of Bournemouth Bay, the white cliffs of Studland Bay, and, behind, the changing lights on the Purbecks. For sheer restfulness and refinement it was unsurpassed, and now restful comfort must be looked for elsewhere.

Though facially entirely distinct, a good many of the characteristics of Canford Cliffs Hotel will be found at the Falmouth Hotel, which, like Canford Cliffs, took its name from the district. For the views of Studland Bay, we have as our substitute the treacherous Manacles. Yet how often their appearance is tempered by a Cornish blue sea; whilst waving palms, in place of pines, in the immediate foreground, complete the peacefulness of the sea view.

Then the Falmouth Hotel caters for that same class that frequented Canford Cliffs, men and women of good breeding, who can afford their suites and enjoy their privacy; and who, generally speaking, look for nothing more than quiet, efficient service, a cuisine as interesting as war conditions will allow, and surroundings where they can feast on nature, bask in the rays of a kindly sun, and if there is a pleasant garden to potter in, all the better.

The Falmouth Hotel is certainly first class to the smallest detail, though, like all other hotels in war days, one must not expect that same extravagance of inclusiveness which prevailed in peacetime.

Up to just before Easter, Canford Cliffs was very fairly, if not entirely full, and one wonders where all her visitors have migrated to. Some perhaps were able to find accommodation at the Norfolk, in Bournemouth, which some years back was under the same direction as Canford Cliffs. Under the direction of Mr. and Mrs. F. J. McInnes, the Norfolk still maintains that tradition of first-classness, for thousands of pounds have been spent by them, in recent years, in reconstruction, refurnishing and, in general, making a regal hotel. Most bedrooms to-day have their private bathroom. Each has a Post Office telephone installed, and so comprehensive is the Norfolk in its modern-day appeal that in a quiet corner of a lounge one can hear the proverbial pin drop, or, stepping below stairs, one can hear the chatter in a number of bars, listen to Marcel Torrent and his orchestra in the Richmonde Lounge, and, in short, find sufficient variation of first-class amenities to satisfy the whole family.

A further advantage of the Norfolk is its position. A minute from Bournemouth Square, shops, sea and shows are readily to hand.

But it is highly probable that many of those who had to leave Canford Cliffs Hotel will have sought new pastures farther afield, and some may have been able to find room at the Victoria Hotel at Sidmouth, which offers that same tone of refinement as Canford Cliffs did. I have a very soft spot for Sidmouth. I like its compactness, its picturesqueness and its ease of access to Exeter, and for sheer, unadulterated comfort the Victoria does cater for modern-day needs. Here are sunny balcony bedrooms, facing due south and the sea. It is but natural, too, that there will be some who will look for the comforts which they used to enjoy at the Canford Cliffs Hotel, inland, but how limited is the choice!

Few hotels are available in our spas, and inland health resorts, so it is necessary to look for smaller establishments which cater for an exclusive clientele. Perhaps the pick of the bunch in this respect is the Granby Hotel at Bradford-on-Avon, an offshoot of the Granby at Harrogate. Here one can still live in the traditional country style, and with daily transport into Bath, one is by no means cut off from the outside world.

With so few of our first-class hotels available, I wonder more experienced hoteliers do not copy Mrs. Crossman's example, by finding a country house suitable for hotel purposes, and with limited accommodation offer superlative excellence amidst comparatively safe surrounds.

Then there is one more hotel which combines the virtues of the country with the nearness of the sea, and that is the Budock Vean Hotel, which lies off the Helford River, in South Cornwall. Although quite a largish hotel (some fifty bedrooms), it never gives the impression of anything else but a very comfortable country house, where one quickly feels at home. It cannot be compared with any of the others mentioned above, and yet it does appeal to the same good-class clientele, and I am impressed with the number of people who take the trouble to write and thank me for recommending them there.

Certainly it is one to consider in springtime and early summer months, for Nature has been very kind to Budock Vean and its surrounds.

Mr. Ashley Courtenay is always pleased to advise "Sphere" readers of hotels, both large and small, known to him personally. Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o the Editor, THE SPHERE, *Commonwealth House, 1, New Oxford Street, London, W.C.1. Personal and telephone inquiries, however, cannot be accepted.*

THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

The training of young children to become good and useful citizens of the Empire is the work which the above Society is carrying on. They are facing many difficulties and funds are most urgently needed. All gifts will be gratefully acknowledged from the Headquarters of the Society, 164, Shaftesbury Avenue, London, W.C.2.

CONDITIONS OF SALE AND SUPPLY

This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publishers first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 1s. 3d.; and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade; or affixed to or as a part of any publication or advertising, literary or pictorial matter whatsoever.

Traditional Superiority

THE NORFOLK HOTEL, BOURNEMOUTH

Combines all the factors that one expects to find in a First Class Hotel. RESTAURANT, GRILL ROOM, MEN'S BAR, RICHMONDE LOUNGE—the Social Rendezvous of Bournemouth—with Marcel Torrent and his Orchestra. Apartments each with P.O. Telephone and most with Private Bathroom. Telephone 7272 every room.

Resident Directors: Mr. and Mrs. F. J. McInnes

CREST CROWBOROUGH 394-5 SUSSEX

From 4½ to 9 guineas a week.

Special reductions for long stays as well as special week-end rates for the Services.

PINE SCENTED DAYS

Spend them in the heart of the country, yet only 75 minutes from London. Enjoy the best of good fare in lovely surroundings. All-weather tennis court. Golf.

After London it is Paradise at

THE HYDRO HOTEL FALMOUTH

A 1st Class, fully equipped Licensed Hotel. Air Raid Shelter second to None entered from Hotel, in side of Hill, no steps, accommodate 100, fitted with electric light, fire, and well ventilated. A. H. Row (Prop.).

SPECIAL SPRING TERMS FROM 4 GNS.

A Dual Sanctuary

Mighty oaks and beeches to shield you from the prying eyes of the Luftwaffe. Absorbent red sandstone to guard you from the Season's ills. First-class golf course at front door; fishing, hunting, shooting readily to hand. Such is

HAWKSTONE PARK HOTEL
WESTON-UNDER-REDCASTLE Nr. SHREWSBURY

A fully licensed hotel for spring residence in the heart of Shropshire

Not a Prohibited Area.

MIDHURST
SPREAD EAGLE HOTEL
A.D. 1430

For your leave or a restful holiday come to this historic house, where excellent food from our own farms, modern comforts and good fellowship abound, in the atmosphere of the good old times.

Telephone Nos.: Reception—Midhurst 10. Visitors—Midhurst 343. Terms from 5 guineas.

HEADLAND HOTEL,
TORQUAY

Though full at the moment it is an Hotel to make a note of should you wish to enjoy quiet luxury midst peaceful surrounds

THE MANAGEMENT WILL WELCOME YOUR ENQUIRIES.

AND HERE IS PEACE . . .

A sheltered park of 60 acres. A sun-trap 400 feet up. An hospitable and first-class hotel for Spring. London under an hour by train. Sporting golf course in the grounds.

THE SPA HOTEL ROYAL TUNBRIDGE WELLS

Write for tariff-booklet entitled "And here is peace." Telephone: Tunbridge Wells 1911

Thirlestaine Hall Hotel
Cheltenham

50 bedrooms. 50 bathrooms. Not a house in sight, yet within comfortable walking distance of Cheltenham's leafy promenades. An hotel which has set for itself a high standard in creature comforts, and, because of its unusual goodness, is usually full. From 25/- a day

'Phone 52732 and 52407

POSSINGWORTH PARK HOTEL, Cross-in-Hand, Sussex

An unusually fine Country House Hotel, situated amidst 400 acres of parkland and 500 ft. above sea-level. 40 bedrooms, H. & C., Central heating and log fires. Tennis, and TROUT FISHING in our 11-acre lake. Stations: Tunbridge Wells, Lewes Heathfield.
Telephone: Heathfield 278

Terms from 4½ gns.

"It's Definitely Different! The view, locality, the cooking, the bedrooms, and the personal supervision of Miss W. M. Eliott and her Partner"—so writes Ashley Courtenay.

THE WIDE SEA GUEST HOUSE, DOWNDERRY, TORPOINT, CORNWALL

We will collect you from St. Germans Station—four miles—if necessary.

HARLEYFORD MANOR, NR. MARLOW

On the banks of the River Thames. This is the place you ought to come to for a home of peace and beauty or a really restful week-end; there is no other place so lovely in the Springtime. Double rooms only available at present.
Telephones: Hurley 239 Manager; 261 Guests.

Terms 4½ & 5½ gns. weekly, or 1 gn. daily

DUDLEY HOTEL

Eighty up-to-date bedrooms, each with its telephone. Twenty private bathrooms and suites. Litt. Softened water American bar and ballroom. Resident Director, F. KUNG (Swiss). *Tel.: Hove 6266.*

Lansdowne Place, HOVE, Sussex

THE HAND HOTEL . LLANGOLLEN

COME AND ENJOY SOME SALMON AND TROUT FISHING ON THE DEE AND STAY AT ONE OF THE BEST-KNOWN AND BEST-EQUIPPED HOTELS IN NORTH WALES

We have our own stretch of salmon water. Golf, Tennis

TERMS FROM 18/- A DAY INCLUSIVE Telephone: Llangollen 3207

MOOR HALL HOTEL
NINFIELD .. .. SUSSEX

Here 250 ft. up facing due south, with beautiful country scenery, you can leave behind all war worries and enjoy fresh eggs, milk, bacon and fresh garden produce from our own home farm and grounds. A country house with a peacetime atmosphere. Trains met Crowhurst stn.

TERMS FROM 4 GNS. TELEPHONE: NINFIELD 330

COOMBE HOUSE HOTEL, NR. SHAFTESBURY, DORSET

Away from the atmosphere of war. Situation healthy and beautiful. Every comfort. Trains met Semley by appointment
Tel.: Shaftesbury 130

Terms from 4 gns. for extended stay.

CLEMATIS COTTAGE HOTEL, WASHINGTON, nr. WORTHING

A haven of content and character for a week-end or longer in the fold of the Sussex Downs. Noted in particular for its cooking, and its home-made cakes, as well as for the discerning people who repeatedly stay there. Easy access to the West Sussex Golf Club at Pulborough.

Inclusive Terms from 3½ gns.

GREAT NORTHERN RAILWAY HOTEL GREENORE

FOR A PEACEFUL HOLIDAY

IRELAND

THREE

GREAT NORTHERN RAILWAY HOTELS

LEADING AND BEST

● THREE ● BEAUTY ● SPOTS

GREENORE (Co. Louth) — On the shores of Carlingford Lough. Golf 18 holes. Sea Fishing.

BUNDORAN (Co. Donegal) — Magnificently Situated on the Atlantic. Bracing Air. Golf 18 Holes in Hotel Grounds. Tennis. Bathing. Fishing.

ROSTREVOR (Co. Down) — Rests at the foot of Mourne Mountains, overlooking Carlingford Lough. Golf. Fishing. Tennis. Shooting. Bathing.

For Particulars write to Resident Managers or Great Northern Railway, Dublin or Belfast

'Viyella' Regd.
Service Shirts

'Viyella' Service Shirts remain cheerfully themselves throughout really tough wear. They wash perfectly and are tailored for comfort and service and in every detail are worthy of the uniform to which they are companions. *In Regulation Khaki, 17/9 (with two collars, 22/4). 'Viyella' Khaki Socks, 4/1. 'Viyella' Khaki Ties, 3/-.*

★ Obtainable from high-class hosiers and outfitters. Write for the name of your nearest supplier.

WILLIAM HOLLINS & COMPANY LIMITED, VIYELLA HOUSE, NOTTINGHAM

HOWEVER BADLY YOU MAY BEGIN YOUR DAILY ROUND, THINGS WILL SURELY MEND SO SOON AS YOU SEEK THE GRATEFUL SOLACE OF

PLAYER'S
NAVY CUT CIGARETTES

★ It is now more than ever necessary to empty your packet at the time of purchase and leave it with your Tobacconist.

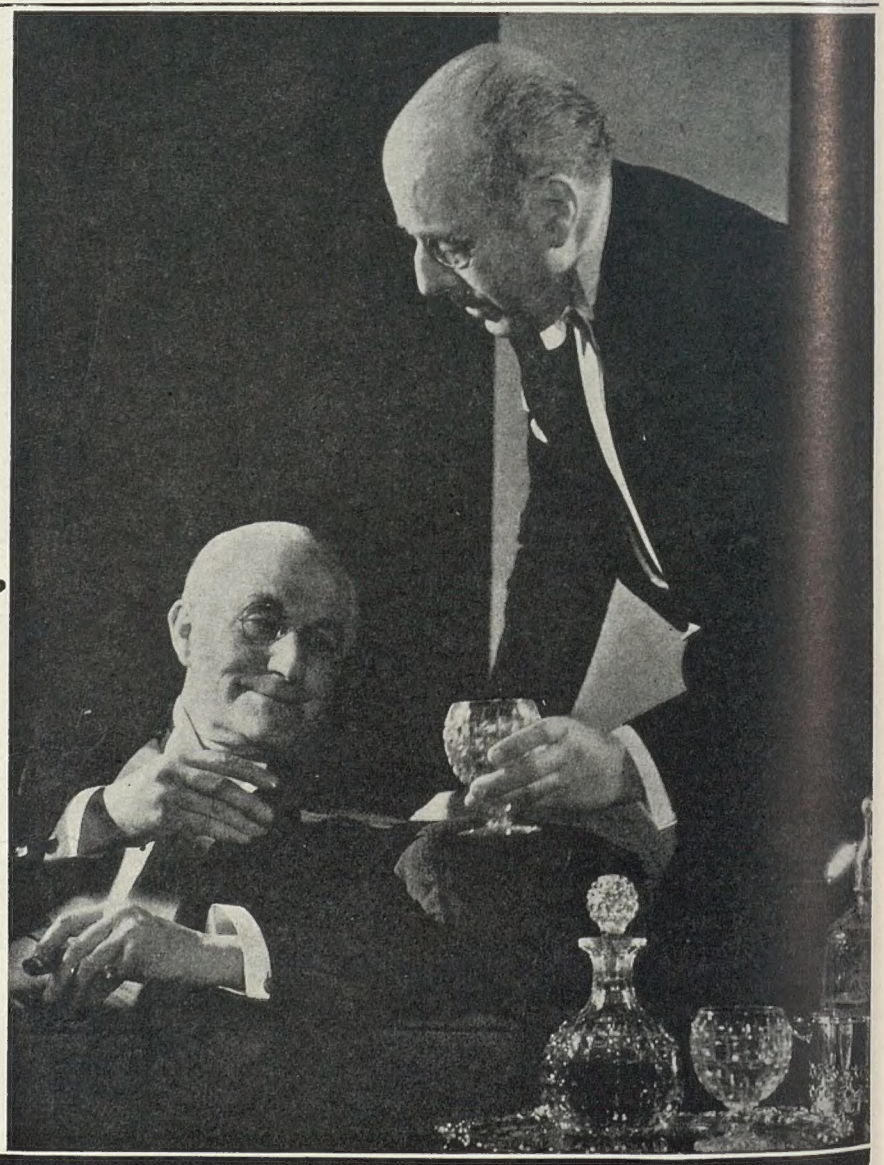
Player's always Please

N.C.C.5498

GRANT'S
Scotch
WHISKY

Aged · Of Rare Mellowness · Subtle Bouquet ·

BY HOST · BY GUEST · BY ALL PREFERRED!



William Grant & Sons Limited • Distillers • Dufftown • Scotland

London Agents for Grant's "Liqueur" Scotch—Messrs. Hedges & Butler, Ltd., Wine Merchants, 153, Regent Street, W.1.

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, MAY 24, 1941. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.